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Transit Times

ALAMEDA • CONTRA COSTA • TRANSIT DISTRICT

ACT

FOR THE GOOD OF YOUR COMMUNITY

Volume 2 Number 9

OAKLAND, JANUARY 1960

Diesel Buses to Meet New State Standards In War Against Smog

The transit district's fleet of 600 motor coaches will be able to meet State anti-smog standards without the use of exhaust control devices.

This is the conclusion of John R. Worthington, district general manager, following a lengthy study of smog producing aspects of diesel combustion.

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This is true, he said, because of the small amount of hydrocarbons emitted in diesel exhausts as compared to autos and gasoline-driven trucks. Hydrocarbons are major villains in making eye-irritating smog.

Carbon monoxide, the other health menace subject to the new State standards, is practically non-existent in diesel exhausts, Worthington added.

The air-quality standards referred to were those adopted last month by the State Board of Health. They pave the way for State legislation compelling anti-smog devices on motor vehicles.

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Robert E. Nisbet	Attorney-Secretary
John F. Larson	Controller
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Hearings on Key Condemnation Continued

(Continued from Page 1)

System to reflect going concern value and other intangibles must be set by the commission itself.

Because of additional large depreciation accruals and numerous other factors

pro and con, it is not anticipated that the final figures will be far removed from the current estimates of the commission.

A final decision by the PUC is not expected until April or May.

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District Ready to Buy New Bus Fleet

Specifications Drafted for Ultramodern 'Transit Liners';
Coaches to Mark Greatest Transit Improvement in 20 Years

Specifications for 300 streamlined, newly-designed motor coaches to be purchased by the Transit District have been completed and are now undergoing review by the transit board of directors.

The new city and suburban "Transit Liners"—many of them to be air-conditioned—will cost an estimated \$8,000,000, and will be purchased during the first two years of district operation.

The ultramodern transit equipment will contain latest features in motor coach design, including large "picture windows," new air-ride suspension, wider seats, modern colors, lower entrance step, and bright, fluorescent lights. (See photos, Page 4.)

John R. Worthington, district general manager, told the transit directors this month that the purpose of the specifications is to provide a "new-look transit bus, sharply changed in appearance from the conventional design of past years.

"The new coach design, which makes a complete break with the past, is the first completely new bus design in nearly 20 years," he added.

Following study of detailed specifications, directors are expected to authorize the General Manager to call for bids on the new coaches early in March.

The new "Transit Liners" will provide basic service on all of the 73 lines to be operated by the District. Proposed ac-

Special Indicators on Transbay Buses Planned as Aid to Riders

A special system of lamp indicators and, possibly, exterior color combinations are being planned by the District to help riders tell the difference between transbay and local motor coaches.

The light indicators will be mounted just above the front windshield and on the rear roof line on all transbay suburban buses, according to John R. Worthington, district general manager.

The indicators will consist of three bright yellow lights in a horizontal row.

Worthington said the lights will make it possible for passengers waiting for an approaching bus to tell whether the coach is transbay or local. A special color combination on the front end of the bus also would be of great help, he added.

quisition of 276 used buses from Key System at an estimated cost of \$2,800,000 will augment peak hour service during the first years of operation.

The used equipment will be replaced by new buses, containing other improvements as developed, beginning with the third year of operation.

Funds to purchase equipment were provided by a general obligation bond issue, approved by the voters last October. The District expects to commence operations July 1 of this year, replacing Key System in the area.

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UNIVERSITY OF CALIFORNIA

What the Editors Are Saying About Transit

'New Look' Buses Hailed as Major Transit Improvement

Reprinted from the *Columbus (O.) Dispatch*:

A WELL-OPERATED mass transportation system is essential to the progress and growth of Columbus.

Consequently, it is gratifying to note that the Columbus Transit Company currently is taking steps to improve and expand its bus service. Next week, for example, 12 new 53-passenger vehicles will go into operation.

The buses are totally new in design, with many luxury and comfort features formerly found only in cross-country coaches.

The additional buses will enable the company to convert its Livingston Avenue line from trolley coaches to motor bus operation and to extend that line eastward to the numerous new

housing developments which have been constructed along East Livingston Avenue and Country Club Road north to Main Street.

Conversion of the Livingston line to motor bus operation will provide transit service for the people in this area who wish to be transported directly to the downtown area and back home without the present inconvenience of transferring midway in their journey.

Improvement in the city's mass transportation system should encourage more Columbus people to avail themselves of this service, thereby helping relieve the traffic congestion problem which, in turn, will enhance the business potential of the downtown area.

Key Writes Check to Speed Rail Removal

The last of the abandoned Key System train tracks will be removed from East Bay streets within the next two months.

Key System, which had not scheduled completion of the track removal program until April of 1961, recently turned over to the City of Oakland a check for \$193,344 to pay for the work still to be finished.

The removal program in Berkeley already has been completed except for a portion of Shattuck Avenue. Key System gave a lump sum to the City of Berkeley several months ago to pay for the work.

The cash payment by Key eliminates

any possibility that the Transit District might be held liable to complete the removal program when it replaces Key System later this year.

Besides the cash payment, Key gave the City of Oakland salvage rights to steel rails, tie plates and switches, valued at more than \$45,000.

Oakland City Engineer John A. Morin reports there are slightly in excess of seven miles of trackage remaining. Included are a portion of the old B line on Grand Avenue, the C line to Piedmont, the E line on 55th Street and Claremont Avenue and the F line on Adeline Street.

West Contra Costa Transit Alternatives Narrowed; Committee Ready for Decision

Four months of study by the West Contra Costa Citizens Transit Committee appears to have narrowed a solution of the area's transit problems to two possibilities.

The committee, headed by former Contra Costa County Supervisor Ivan Goyak, was formed to develop a plan for local transit service in Western Contra Costa County.

The area faces the loss of local service when the Transit District replaces Key System this summer. As proposed, there will be no local district service in Richmond or San Pablo since the area is not a part of the District.

Alternates Considered

Committee members appear to be faced with making a recommendation that some private operator should receive a subsidy to provide service or proposing that the area obtain local service from the Transit District.

The committee already has received a statement from Beninger Transportation Service that it would require a public subsidy of \$147,450 a year for it to provide the same level of service now received from Key System.

The Alameda-Contra Costa Transit

Santa Monica Public Transit

Reports Revenues, Riders Up

SANTA MONICA — A net income of \$196,317 has been reported by Santa Monica Municipal Bus Lines for the fiscal year ending last July 1.

Total revenues were \$1,843,249, while expenses amounted to \$1,646,932. In their most recent monthly report, passengers carried during November were totaled at 1,061,296, compared with 969,166 in the same month of 1958.

District, which has proposed an expanded service for the area, has indicated to the committee that it would be able to operate at existing Key fares without tax subsidy.

Subsidized Service

San Mateo Transit Company visited by a sub-group of the citizen committee, has indicated an interest in providing service for the area and was given to Feb. 18 to submit a proposal. The firm has made two tentative proposals, one that it manage a local operation for a fee or that the local area provide equipment and the San Mateo firm operate it with a subsidy.

A sub-committee meeting to check the proposals was scheduled for Feb. 23. A meeting for the entire committee was scheduled for the following day to develop final recommendations for submission to the Richmond and San Pablo City Councils and the Contra Costa County Board of Supervisors.

Al Furrer, a leader in the Richmond Development Foundation's efforts to modernize the downtown Richmond business district, is vice chairman.

Experiments on Downtown Shopper Malls Abandoned

Experiments to attract more customers into the downtown area of two Ohio cities with the use of shopper malls have been called-off with practically no change in buying habits.

A research survey showed that 65 per cent of those interviewed in Toledo felt the malls made shopping more pleasant, but that they made no significant change in shopping patterns.

Another shopping mall was abandoned in Middleton at the request of the merchants who originally proposed the plan.

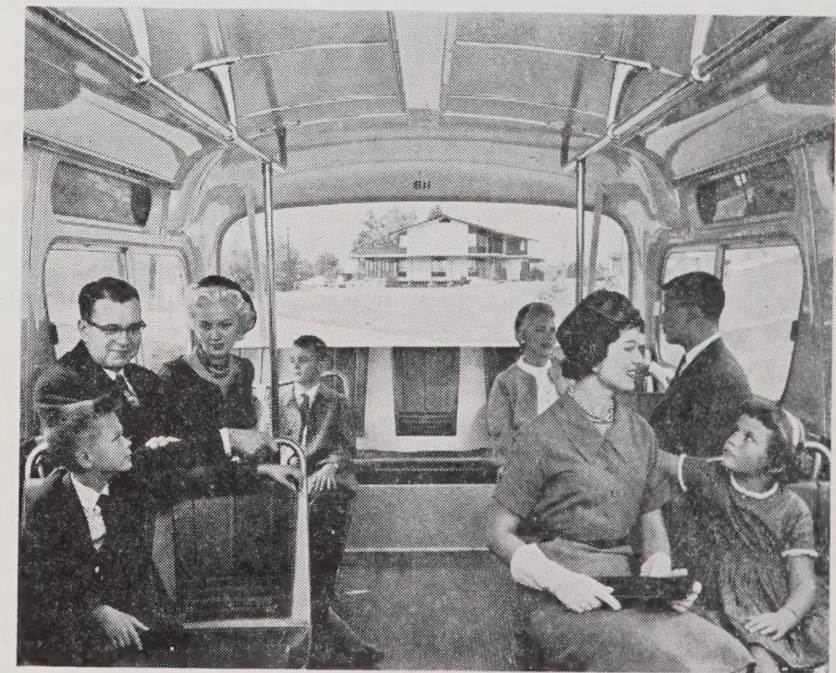
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- ★ Soft Wide Seats
- ★ New Push-type Doors

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Suit Filed to Block Transit Bond Sale

A taxpayers' suit was filed recently in Alameda County Superior Court in an effort to block the sale of \$16,500,000 in general obligation bonds by the District.

The suit asks the court to declare that the District has no right, power or authority to issue or sell the bonds.

The legal action questions the validity of the urgency clause on 1959 amend-

ments to the Transit District Law and the creation of the district's special service zone.

Filing the suit was San Francisco attorney Marvin C. Hix who said he was representing Herbert B. Kincaid, San Francisco jeweler living in Berkeley, and Stanley E. Behneman, Oakland consulting engineer.

Questioned shortly after the suit was filed, Behneman said he had never authorized the use of his name and said he knew nothing about the suit. Hix later acknowledged he had not talked with Behneman, but said several people told him to put Behneman's name on the papers.

At one time Hix was secretary-treasurer of the Committee for Transit Action which, in 1958, urged defeat of the district's first attempt at a bond issue and also supported Kincaid who unsuccessfully sought election as a district director.

Attorneys for the Transit District have dismissed the suit as a "delaying tactic lacking any real foundation."

Key Valuation Hearings Continued to March 16

State hearings on the value of Key System buses and other property sought by the Transit District, which were due to resume in February, have been postponed until mid-March.

The delay was granted by the State Public Utilities Commission at the request of the District and the private transportation firm.

John R. Worthington, district general manager, told district directors this month that added time is needed for direct negotiations between district and company officials.

There has been progress toward reaching a figure acceptable to both sides, Worthington reported.

State engineers, during a December hearing, recommended a \$6,708,988 value for the buses and property including Key's three storage terminals and maintenance facilities. The engineers had been scheduled for cross-examination as to their recommended values by the District and the private company this month.

"It is hoped that by re-setting the hearings to a later date, the entire study may be concluded and the completion of findings by the PUC greatly expedited," Worthington said.

The hearings have been reset for March 16, 17 and 18 in San Francisco.

Barber Names Directors To 4 Board Committees

Assignments to standing committees of the Board of Directors for 1960 have been announced by Robert K. Barber, president of the board. The appointments are as follows:

Administration — Directors Paul E. Deadrich, chairman, and William H. Coburn, Jr., and Barber.

Finance — Directors John L. McDonnell, chairman, and William J. Bettencourt and Robert M. Copeland.

Program Planning — Directors Copeland, chairman, McDonnell and Coburn.

Public Information — Directors Bettencourt, chairman, and Deadrich and J. Howard Arnold.

'Return to Transit' Begins in East Bay;

Steady Postwar Drop in Patronage Broken

The steady nose dive taken by East Bay transit patronage since the end of World War II was broken last year with Key System Transit Lines showing an increase in riders for the first time during the postwar period.

Alan L. Bingham, district public information officer, recently told members of the Alameda High Twelve Club that for the last six months of 1959 patronage increased between 3 and 4 per cent, while East Bay local lines carried approximately 3 per cent more riders than in the previous year.

These increases compare with an 8 to 10 per cent drop in patronage that was recorded during 1958.

Average transit patronage throughout California also has increased for the first time in the postwar period, in keeping with a new, upward trend nationwide.

"The net result to Key System from the substitution of motor coaches for its rail lines across the Bay Bridge has increased the company's net earnings beyond any anticipation," Bingham said.

Operating Economies

These economies, he explained, resulted in a net earnings position of Key System of approximately \$500,000 during the first six months of 1959 as compared to approximately \$40,000 in 1958.

"While the actual figures are not available, it can be pretty accurately estimated that operating earnings before income taxes for the year 1959 will reach approximately \$1,500,000," he added.

The Transit District plans to commence operation by July 1 of this year, replacing Key System with a program of new and improved services and equipment.

Bingham noted that Key patronage in-

creases and greater earnings occurred last year without benefit of improved services or new, streamlined equipment.

"In light of Key's experience," he said, "it would appear that district estimates concerning increased patronage are extremely conservative."

District engineers have estimated that the District will attract an annual 3 per cent increase in riders during its first years of operation and can be operated without direct tax subsidy.

Speaker Programs Telling Progress of District Plans For Operation Available

Two educational programs have been developed by the transit district to keep East Bay citizens informed on the progress of plans to begin operation of a publicly-owned transit system.

Both speaker programs are available free of charge for luncheon meetings as well as for groups holding their meetings during the morning, afternoon or evening hours.

One utilizes a 25-minute color motion picture, "Let's Go to Town," which shows improvements that are taking place throughout the country with regard to public transit.

The second program consists of a series of descriptive charts which graphically describe the East Bay's problems of moving people and the steps being taken to solve them.

The district also publishes a monthly information bulletin, "Transit Times," which is available through the mail free of charge.

For further information, please contact the transit district at 700 Plaza Building, 506 15th Street, Oakland, telephone TEmplebar 6-1808.

ACTIONS OF THE BOARD

At its regular meeting February 3, 1960, the Board of Directors:

- Received progress reports from the General Manager on current negotiations with Key System concerning acquisition of Key facilities, and a study of technical problems relating to the protection of Key employee pension rights when the District takes over from Key later this year.

- Scheduled a meeting later in the month to review motor coach specifications before calling for bids, on motion of Vice President William J. Betencourt. (Details, Page 1.)

- Heard a report from the General Manager on preparations for the issuance of bonds. The General Manager said he hopes to have the initial sale of bonds ready for issuance by June 1 with proceeds to be available by July 1.

- Referred to the Committee on Finance a request to assist in development of a new Latham Square bus stop center at Broadway and Telegraph Avenue, Oakland, on motion of Vice President Bettencourt.

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Sacramento Transit Authority Boosts Income

SACRAMENTO—A surplus of \$54,434 for the fiscal year ending last June 30 has been reported by the Sacramento Transit Authority.

The net operating figure for the mu-

nicipally owned agency represents an increase of \$16,632 over the previous year's operations.

Operating revenues were \$1,489,953 compared with \$1,451,577 for 1958.

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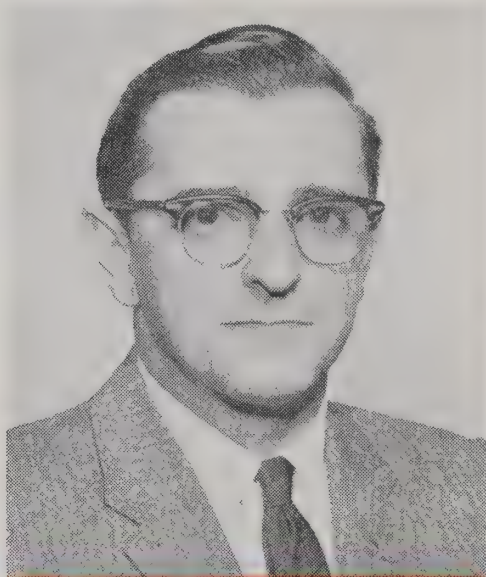
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Castro Valley, Hayward, San Lorenzo and
East Oakland

John R. Worthington General Manager

Robert E. Nisbet Attorney-Secretary

John F. Larson Controller

George M. Taylor Administrative Officer



Hearings on Key Condemnation Continued

(Continued from Page 1)

System to reflect going concern value and other intangibles must be set by the commission itself.

Because of additional large depreciation accruals and numerous other factors

pro and con, it is not anticipated that the final figures will be far removed from the current estimates of the commission.

A final decision by the PUC is not expected until April or May.

Transit Times

Alameda-Contra Costa Transit District

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Transit Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

ACT

FOR THE GOOD OF YOUR COMMUNITY

Volume 2 Number 11

MAR 20 1960 OAKLAND, MARCH 1960

PEOPLE TO DECIDE

UNIVERSITY OF CALIFORNIA

Citizens' Committee Urges Western Contra Costa to Join Transit District

The return of western Contra Costa County to the Transit District has been recommended by a citizens' committee of Richmond, San Pablo and unincorporated area residents.

The committee, concluding four months of study, asked the Richmond and San Pablo City Councils and the Contra Costa Board of Supervisors to allow residents of the area to vote on the question of annexation at the June 7 primary election.

West Contra Costa is faced with the loss of local transit service when the District takes over the operation of Key System Transit Lines July 1.

Acting upon the committee's final report, the three Contra Costa public bodies approved terms of an annexation agreement with the District this month and called for a public vote on the matter in June.

Annexation Agreement

Only by the full cooperative effort of the three Contra Costa public bodies and the Transit District were the legal deadlines met to place the measure on the June ballot.

The committee, which was appointed by Mayors Leo Viano of Richmond and C. L. Blanton of San Pablo and Supervisor James Kenny, considered 10 different possibilities for providing service. The group narrowed the choice to establishment of an autonomous local district

or becoming part of the Alameda-Contra Costa Transit District.

Richmond and San Pablo originally were part of the District, but were removed in 1958 by court action.

The committee heard two proposals involving a new local district and private operators.

Private Tax Subsidy

One came from Beninger Transportation Service of El Sobrante. The firm offered a service comparable to that which would be provided by the Transit District, but which would require a tax subsidy of from 13 to 55 cents per \$100 of assessed value for the first year of operation depending on whether new or used buses were used.

The San Mateo-Burlingame Transit Company submitted a proposal for service which would approximate that now provided by Key System, but on a five day a week basis. It was estimated that a subsidy would cost from 4.8 to 27.6 cents.

Upon annexation to the Alameda-Contra Costa Transit District, West Contra Costa would be subject to a tax limited by law to 1 cent. Residents also could vote on three of the seven members on the transit board of directors. Terms of two of the three directors expire the end of this year.

A simple majority vote would result in annexation.

Richmond Annexation

A WEST Contra Costa committee of citizens representing the many viewpoints of community endeavor, has ended four months of study with the conclusion that Richmond, San Pablo and surrounding unincorporated area should annex to the Transit District.

We consider this finding a wise recommendation, based on sound fact.

Committee members, headed by former Contra Costa Supervisor Ivan Goyak, discovered that local transit service could not be privately operated in their communities without a substantial public tax subsidy; some form of government taxing district would be required if any of the private proposals to replace Key System were to be adopted.

It is a phenomenon of the transit industry that most feeder lines lose money; nevertheless, they are necessary to maintain the vigor and revenue-producing capabilities of main-line service.

This truism fully applies to the local lines of West Contra Costa.

Thus the Transit District, which all along has planned to operate main-line service in Richmond, could reap the advantage of off-setting the losses which these local lines would accrue. Private operators, not having the benefit of main-line revenues, would be unable to profit from this distribution.

Deadrich Named Leader of Community Service Agency

Paul E. Deadrich, East Bay civic leader and transit district director representing the Hayward area, has been appointed chairman of the San Leandro branch; Oakland chapter of the American Red Cross.

The attitude of the Transit District Board of Directors regarding public transit in the Richmond area was set forth in an editorial appearing in the September, 1958 issue of *Transit Times*. A portion of this editorial, which was printed shortly after a court order excluded the area from the District, is quoted as follows:

"We believe the matter (adequate transit in West Contra Costa) should be of vital concern to each resident, homeowner, civic official and businessman having a stake in the promising future development of the two communities; we also believe a full-scale review of what the future holds in store for public transportation in the Richmond area should be thoroughly re-examined by all responsible-thinking citizens."

"East Bay residents established the District two years ago with but one primary purpose in mind—to provide the area with improved public transportation at reasonable fares. Directors of this District will continue to stand ready to do all in their power to fulfill this mandate, and to fully assist residents of Richmond and San Pablo in their future consideration of how best their area can secure adequate public transportation."

The District, which soon will begin operation, has carefully refrained from interfering or attempting to influence the recent conclusion of the citizens' transit study committee. The District does not intend to abandon this policy.

We will, however, continue to stand ready to fully assist West Contra Costa residents so far as possible in securing adequate public transportation, whatever may be the final course of action selected by the people.

Taylor Appointed District Secretary

George M. Taylor, administrative officer of the Transit District since he joined the staff in 1957, has been appointed secretary of the District.

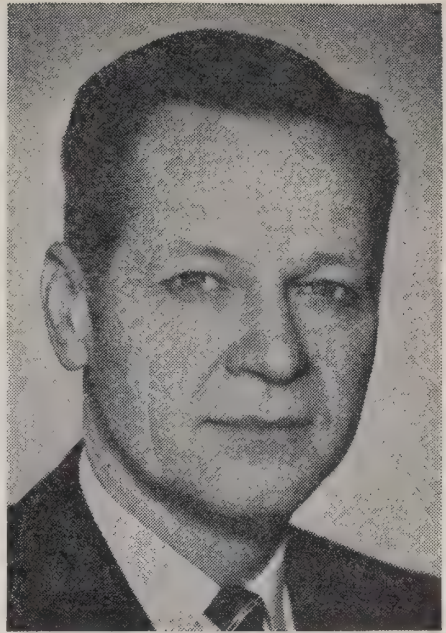
In his new position, Taylor will be responsible for conducting district elections, maintaining official district records and for general proceedings of the board of directors.

He also will be responsible for general administrative duties as assigned by the general manager.

Over the past 18 years during his employment with various civic and business associations, Taylor has been close to the problems of cities and their growth—traffic congestion, highway development, urban renewal and public transportation.

Before joining the District, he served as manager of the transit and highway department of the Oakland Chamber of Commerce. He is a graduate of the University of California, class of 1934, and resides in Walnut Creek.

Since formation of the District, the offices of secretary and attorney have been filled by Robert E. Nisbet. In order to



George M. Taylor

more properly distribute the increasing work load preparatory to commencing transit operations, the board of directors has separated the two offices.

More Transit Systems Show 1959 Gains

An upturn in operating revenues for many showed a slight income gain in 1959. 1959 recently was reported by several additional transit systems, further indicating a general, nationwide rise in transit patronage last year.

The Cleveland Transit System reported a 1959 net income of \$579,904, its largest net since 1946. Gross revenue for 1959 was \$27,849,002, a gain of more than \$900,000 above the previous 1958 total of \$26,916,329.

Net income for the Baltimore Transit Company was \$869,636 for 1959 as compared to \$430,195 for 1958.

In Nebraska, the Omaha Transit Com-

pany showed a slight income gain in 1959 because of operating economies and increased patronage.

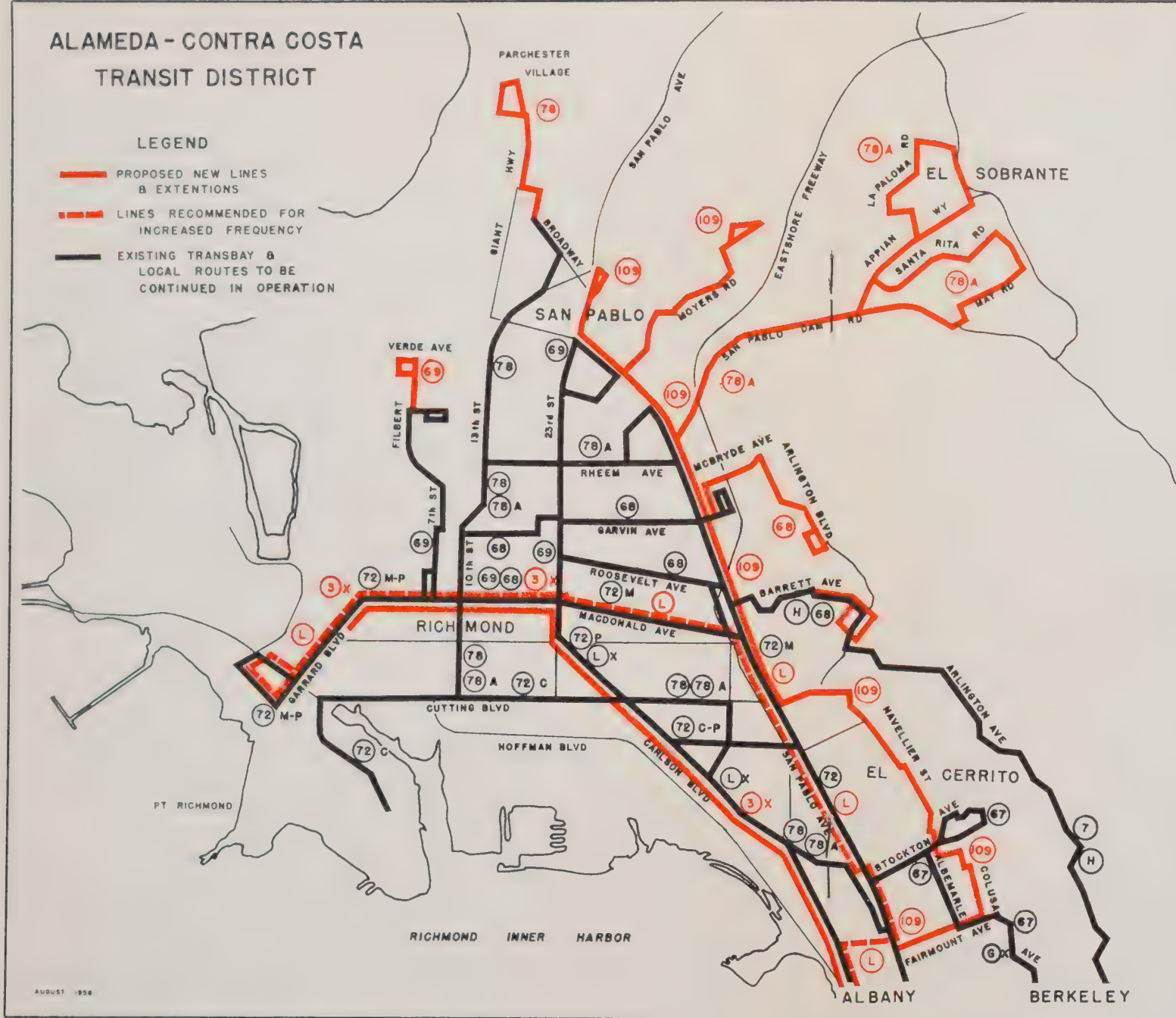
The Department of Street Railways in Detroit reported a net income for January of \$188,992, compared with a net loss of \$94,705 in the same month last year.

The Chicago Transit Authority reported a 2.39 per cent rise in riders for the year—from 533,294,042 in 1958 to 546,015,323. Revenues for the month of December amounting to \$11,694,634 increased \$654,394 over the same month for the preceding year.

ALAMEDA - CONTRA COSTA TRANSIT DISTRICT

LEGEND

- PROPOSED NEW LINES & EXTENTIONS
- - - LINES RECOMMENDED FOR INCREASED FREQUENCY
- EXISTING TRANSBAY & LOCAL ROUTES TO BE CONTINUED IN OPERATION



TRANSIT ROUTES—Map shows existing Key System lines in West Contra Costa, plus new routes and other service improvements recommended for the area by transit district engineering consultants.

Transit service would closely adhere to basic engineering recommendations should West Contra Costa annex to the District.

What the Editors Are Saying About Transit

El Sobrante Herald Bee-Press:

'We'll Just Have to Re-annex to District'

From what our hard-working Citizens' Transit Committee tells us there is no other logical alternative than to re-annex to the Alameda-Contra Costa Transit District. This will require a vote.

All of which brings to mind all those people who worked so diligently to get our area released from the District and off the tax rolls.

But none other than Dan Yee, who spearheaded the petition signing which resulted in the release in our unincorporated territories—as well as nearby cities—concedes that rejoining the District is the only logical move available.

After intensive study the committee members and their advisers backed Yee's motion which started the ball rolling for a decision to seek a vote on the issue.

Yee pointed out that any other course of action, such as contracting for public bus service from a privately owned company, would prove far more costly. That's why the fellows who served on the committee found that after all joining the District was the least expensive course possible in the long run.

Fleet of Last Trolley Coaches in New York to be Retired This Year

NEW YORK—Trolley coaches will disappear from New York City streets this year.

The New York City Transit Authority has received bids for 305 new motor buses that will be used to convert electric lines in Brooklyn and part of Queens.

The motor coaches will replace 138 trolley buses now operating on five routes in Brooklyn.

Carmen's Union Leader Cites Membership Petitions in Decision Against Resigning

F. Vern Stambaugh, chief of the Carmen's Union in the East Bay for the last nine years, has decided to stay on as president after announcing earlier his plans to step down.

Stambaugh acceded to petitions signed by 683 members who represent a substantial majority of the local division's membership.

It had been the intention of the union official to resign his office and go back to bus driving March 16, though his term does not expire until the end of this year.

Earlier this month, the transit district

board of directors expressed deep regret upon learning of Stambaugh's plans to resign.

Board President Robert K. Barber noted that Stambaugh strongly supported formation of the district, and that he spent "many long hours helping to prepare legislation that would be acceptable to labor, business and the general public.

"Labor provisions of the transit district law," Barber said, "establish a principle of contract negotiations with a public agency that surely will provide for improved and expeditious handling of respective interests in the settlement of labor disputes."

Stambaugh was elected business agent in 1948 and division president in 1951.

Speaker Programs Telling Progress of District Plans For Operation Available

Two educational programs have been developed by the transit district to keep East Bay citizens informed on the progress of plans to begin operation of a publicly-owned transit system.

Both speaker programs are available free of charge for luncheon meetings as well as for groups holding their meetings during the morning, afternoon or evening hours.

One utilizes a 25-minute color motion picture, "Let's Go to Town," which shows improvements that are taking place throughout the country with regard to public transit.

The second program consists of a series of descriptive charts which graphically describe the East Bay's problems of moving people and the steps being taken to solve them.

The district also publishes a monthly information bulletin, "Transit Times," which is available through the mail free of charge.

For further information, please contact the transit district at 700 Plaza Building, 506 15th Street, Oakland, telephone TEmplebar 6-1808.

Homeowners Get Little Benefit of Tax Refund

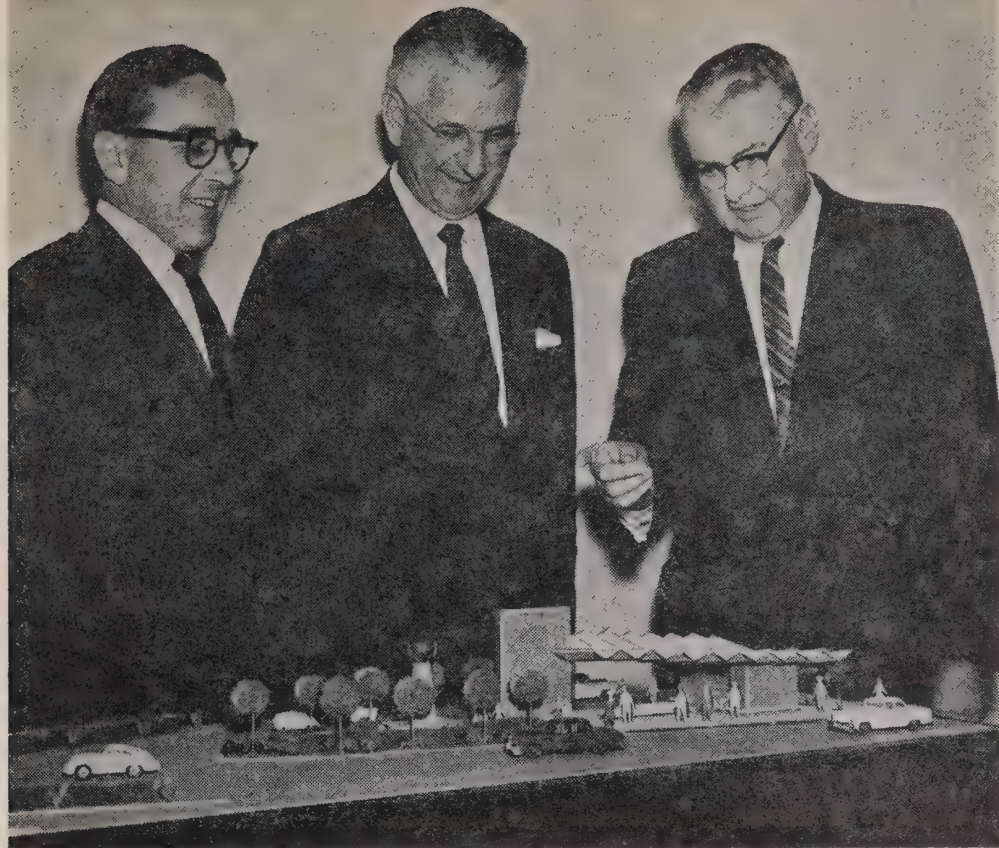
Nearly \$17,000 has been refunded to date to taxpayers in Richmond and San Pablo as a result of a court decision in 1958 which held the cities were not legally included in the District when it was formed.

General Manager John R. Worthington reported to the board of directors this month that of the amount refunded, \$16,874.95 went to industrial concerns and \$55.64 to homeowners.

One company received \$11,538.93 or approximately 68 per cent of the total refund made as of January 31, he added.

Homeowners who filed claims for 25 cents or less were asked to withdraw them voluntarily because the cost of processing the claims would exceed the refund.

The refunds, which indicate the low cost of district formation expenses to the average taxpayer, were for taxes collected for 1957-58 and 1958-59.



TRANSIT SHELTER—Modern features of new passenger transit shelter are explained to Board President Robert K. Barber, left, and Director John McDonnell, by General Manager John R. Worthington, right. The Transit District, following recommendation of McDonnell's finance committee, appropriated \$2,500 towards construction of a \$33,000 shelter at Latham Square in downtown Oakland.

New Transit Shelter Program Started

Work was started this month on the Transit District's long range program to equip East Bay transit riders with comfortable, attractive waiting facilities.

The first official action occurred at a meeting of transit directors who approved an appropriation of \$2,500 to help finance a downtown transit shelter.

The \$33,000 project of the City of Oakland, with joint participation and contributions by business organizations, will be built in Latham Square at the intersection of Telegraph Avenue and Broadway.

Transit Director John McDonnell said he hoped other cities and merchant groups will join with the District in pro-

viding attractive and convenient shelters for their business and shopping areas.

The new Latham Square shelter will be of contemporary design, including a folded concrete roof, tiled columns, a colorful tile floor and landscaping of surrounding area and traffic islands.

John R. Worthington, general manager, predicted the facility will be "well-used and welcomed by transit patrons."

Bus shelters at principal transfer points as well as major transit terminals in East Bay downtown centers, including Berkeley, Hayward and Oakland, are a part of the District's long range transit improvement planning.

ACTIONS OF THE BOARD

At a special meeting February 18, 1960, the Board of Directors:

- Authorized completion of specifications for up to 300 new motor coaches and publication of notice requesting bids from manufacturers, on motion of Vice President Bettencourt.

* * *

At its regular meeting March 2, 1960, the Board of Directors:

- Appropriated \$2,500 for development of Latham Square transit shelter, on motion of Director McDonnell. (Details, Page 7.)

- Appointed John F. Larson district treasurer in addition to his responsibilities as controller, on motion of Director Coburn.

- Appointed George M. Taylor district secretary, on motion of Director Copeland. (Details, Page 3.)

* * *

At an adjourned regular meeting March 8, 1960, the Board of Directors:

- Approved tentative agreements for the annexation of Richmond, San Pablo and surrounding unincorporated area to the Transit District.

- Requested Committee on Public Information to recommend a coordinated program for district insignia, title designation and color scheme, spending no more than \$2,500 for studies by the committee, on motion of Director Copeland.

Transit Times

Published monthly by the

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Castro Valley, Hayward and San Lorenzo

ADMINISTRATIVE OFFICERS

John R. Worthington General Manager
Robert E. Nisbet Attorney
John F. Larson Treasurer-Controller
George M. Taylor Secretary



* * *

At an adjourned regular meeting March 15, 1960, the Board of Directors:

- Received for introduction an ordinance approving West Contra Costa annexation agreements.

Transit Times

Alameda-Contra Costa Transit District

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ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

ACT

FOR THE GOOD OF YOUR COMMUNITY

Volume 2 Number 12 ✓

OAKLAND, APRIL 1960

Price Delays Takeover of Key System

Prolonged PUC Condemnation Proceedings May Defer District Operations Until Later This Year

A prolonged legal skirmish threatening to break out between the Alameda-Contra Costa District (ACT) and Key System Transit Lines will prevent the District from commencing operations July 1 as planned.

ACT General Manager John R. Worthington reported this month it is a "definite probability that as a result of recent Key actions, the starting date for district operations will be delayed until September or October at the very earliest."

Key System attorney George Thomas indicated at a recent hearing of the State Public Utilities Commission that the company wants "substantially more" than the values PUC engineers have placed on buses and property sought by the District.

Thomas indicated he would not know the total the company will seek until after more study. The company, in any event, will seek severance damages and compensation for the value of a "going concern," he said.

Key Asking Price

Worthington told a recent meeting of the transit board of directors that Key could well be considering a total price of between \$9,000,000 and \$10,000,000.

At Key's request, the PUC postponed further hearings for nearly two months, scheduling the next series of hearings to begin on May 10 in San Francisco.

Worthington termed the postponement

a "tactic by Key System to delay the case and an attempt to intimidate the District by forcing us to pay a higher price than Key's properties are worth."

"We are prepared to negotiate a fair price based on the valuation as set by the commission," Worthington said. "But it seems apparent from Key's actions that it may be necessary to go through complete condemnation action to insure our securing its assets at a proper price."

Negotiations Continued

The transit official disclosed that district representatives have been meeting with Key officials in an attempt to negotiate a settlement, hoping to speed up the PUC proceedings.

"While we are doing everything possible to promptly put the District into operation," Worthington said, "a failure to arrive at a negotiated settlement that is just would be too high a price to pay."

"Our paramount responsibility is to protect the public's funds by insuring that the price paid to Key is reasonable and in line with true values," he said.

"We shall continue our negotiations with Key System toward securing these values," Worthington added.

The District is seeking 276 of Key's buses, three terminal and storage yards, together with miscellaneous shop equipment and repair facilities.

A \$16,500,000 bond issue for facilities was passed by the voters last October.

'Return to Transit' Explained; New Bus Equipment Cited Among Top Four Reasons

A nationally syndicated financial news columnist, Sylvia Porter, has ventured an explanation for the swing back to public transit that is taking place in many cities throughout the country.

"To the astonishment of the New York Transit Authority," she recently reported, "passenger traffic on New York city's subway and bus lines began to skyrocket this past November and the upsurge has kept up right to today."

There are several logical reasons "why," she wrote, and each shouts a lesson and a challenge not only to New York, but also to city officials across the land.

"A first 'why' lies in the blunt fact that increasing numbers of workers and shoppers in New York city's area are getting

thoroughly fed up with traffic jams and with agonizing delays in getting to work or to shops by car—and they're returning to mass public transportation."

What confirms this explanation, Miss Porter wrote, is that the big upturn started in November. The Christmas buying season can make a normally irritating traffic jam intolerable.

What suggests that the shift back to public transportation is more than temporary is that the increase has not lessened since, she added.

"A second 'why' lies in the city's building of parking lots on the outskirts to encourage commuters to drive their cars to the city's periphery, park and go the rest of the way by bus or subway.

"Where parking lots have been developed adjacent to highways on which there is heavy traffic as well as to bus and subway lines, there has been a marked increase in the use of public transportation," she reported.

"A third 'why' lies in the new bus equipment which has been put into use by the city in recent months—and provocatively, the biggest traffic upswing has been on bus lines.

"A fourth and potentially tremendously important 'why' in future years lies in the emerging trek back to the cities by families disenchanted with commuting and suburban traffic, school, etc., problems.

"It's an infant trend, but it's beginning. And, when cities really make middle-income housing available, the trek back to city living, downtown shopping and mass transportation could be sensational." Miss Porter concludes:

"While millions were abandoning bus and subway travel in the Fifties, the anxious question was, how far down is bottom? Now that they're coming back, the top can be far, far away. The message to all great American cities is brilliantly clear."

Information Committee Named for Transit Vote

A West Contra Costa public information committee was appointed this month for the June 7 election which will decide whether the area will annex to the Alameda-Contra Costa Transit District.

Named to head the committee was Ivan Goyak, former Contra Costa County supervisor and chairman of a citizens committee which recently recommended that the area join the District.

A Richmond subcommittee will be headed by A. J. Furrer.

Members of the Richmond committee include Mrs. William Cowan, John Motell, Victor Paolini, Gene Hammond, Marvin Joseph, Herb Shoup, Lew Keadling, Mrs. T. O. Wright, Dan Yee, Mrs. Ruth Hoskinson, Rev. R. H. Sawyer, Allen Gates, Raymond Reeves, William Hoffman, Councilman Robert Miller, Thomas Tedrick and Frank Shock.

A separate committee from San Pablo and another from adjacent unincorporated area have yet to be appointed.

What the Editors Are Saying About Transit

Cincinnati (Ohio) Enquirer:

New Buses Seen as Start of New Era

BUS TRANSPORTATION after many lean years, appears to be undergoing a rebirth in some cities. After 14 years of constantly dwindling numbers of passengers, the Cincinnati Transit Company to has experienced a slight gain.

To help turn the tide in its favor, the transit company is putting into service 50 new buses that represent a novel departure from the past. Cincinnatians now have seen the first of them—dramatically styled in blue, with much glass area and, most important, air-conditioning.

At the very least, the novelty of the new vehicles should bring a spurt in passenger revenue and the chances are good

that those who board a new bus once may rediscover the advantages of being carried to their destinations by public transport. Everyone who believes in integrated transportation must hope so.

It has been said repeatedly that a city's sustenance is the flow of people into and out of it, and its vigor surely depends upon the ease with which this flow takes place. Where private car traffic represents too great a part of the flow, the stream, as is easily observed, thickens and slows.

Cincinnati's interest lies with the transit company's. The combination of fast, comfortable buses on expressways built should prove a boon to both.

Court Overrules Transit Bond Protest

The validity of the Transit District's \$16,500,000 bond issue approved by the voters last October has been upheld in Alameda County Superior Court.

Judge Thomas J. Ledwich, in effect, threw out of court a taxpayers' suit challenging the bond issue. He ruled the suit had no merit and sustained a demurrer filed by the District.

A full, time-consuming trial of the case would have been ordered had the judge not sustained the district argument.

Attorney Marvin C. Hix of San Francisco has indicated he will appeal the ruling. Hix formerly was secretary-treasurer of the Committee for Transit Action which opposed the District's first attempt at a bond issue in 1958.

Hix filed the suit January 15 on behalf of Stanley E. Behneman, Oakland consulting engineer, and Herbert B. Kincaid, San Francisco jeweler living in Berkeley.

The suit had asked the court to find that the District does not have the right, power or authority to issue or sell the bonds.

More Information

A note or phone call to the transit district will place your name on the mailing list for *Transit Times* if you are not already regularly receiving a copy of the monthly newsletter.

The District also has programs available for group meetings.

ACTIONS OF THE BOARD

At an adjourned regular meeting March 19, 1960, the Board of Directors:

- Approved ordinances containing terms of West Contra Costa annexation agreements and calling for a public hearing April 20 at 4:30 p.m. at district headquarters.

- Declared intention to formally call an annexation election in consolidation with June 7 primary election for unincorporated areas adjacent to cities of Richmond and San Pablo, on motion of Director Copeland.

- Received a report from the General Manager on current status of Key System acquisition. (Details, Page 1.)

* * *

At the regular meeting April 6, 1960, the Board of Directors:

- Referred to Committee on Program Planning a proposed inspection tour of plants of major bus manufacturers and of transit operations in other communities.

- Adjourned meeting to April 20, at 4:30 p.m. in the district offices to conduct public hearing on proposed annexation of Western Contra Costa County, on motion of Director Coburn.

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ROBERT E. NISBET Attorney
JOHN F. LARSON Treasurer-Controller
GEORGE M. TAYLOR Secretary



Restaurant Begins Free Bus Service for Noon Customers

DAYTON — A downtown cafeteria has launched a free bus service for its noon customers.

The cafeteria charts a bus to operate

over a regular downtown loop. The run takes nine to 10 minutes and makes eight stops daily from 11 a.m. to 1:30 p.m. around a 12-block area.

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Transit Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

ACT

FOR THE GOOD OF YOUR COMMUNITY

Volume 3 Number 1 ✓

OAKLAND, MAY 1960

MAY 18 1960

\$7,500,000 SETTLEMENT

District and Key System Reach Price Agreement; Long Court Fight Avoided

Threats of long delay in the improvement of East Bay public transportation were eliminated this month when the Transit District reached agreement with Key System Transit Lines on a purchase price of \$7,500,000 for its complete facilities.

The settlement, which clears away a possible delay of two years in court action, was recommended to the district board of directors by General Manager John R. Worthington.

Worthington, who negotiated the settlement with Glen L. Stanley, Key System president, said that by taking advantage of the agreement, the district could expect to replace Key and be in operation by next October.

An early settlement also should help in avoiding the possibility of a transit shutdown May 31 when the labor contract between Key and the Carmen's Union expires, he added.

Agreement Studied

Both the district board and directors of the privately owned transit company have yet to approve the agreement. However, the transit board was expected to decide on whether to approve the negotiated price before the end of the month.

Initial reaction of the transit directors came from William J. Bettencourt, Alameda and San Leandro representative,

who declared the agreement is both "reasonable and fair" to the taxpayers of the district and Key System stockholders.

"This settlement is a far cry from the old allegations that this district was created to bail out the Key System," Bettencourt said.

He cited last year's high earnings of Key System, its increased patronage and revenues, and observed that the district would be "extremely fortunate" to obtain the entire Key holdings for the \$7,500,000 price.

Initial Key Price

The negotiated figure is approximately \$3,000,000 less than the initial asking price of Key representatives when negotiations began four months ago, Worthington told the board.

The settlement is based on values of Key equipment and real estate as determined by engineers of the State Public Utilities Commission as well as district engineering consultants, he said.

Key System maintenance terminals, storage yards and rolling stock, including 296 gasoline buses not originally sought by the district, are contained in the package agreement.

"By the purchase of all of Key's facilities," Worthington said, "the district will

(Continued on Page 3)

What the Editors Are Saying About Transit

San Francisco Chronicle:

Better Service Increases Transit Use

AMONG arguments gloomily advanced against the practicability of a Bay Area rapid transit system the most frequent contends that the American public has become wedded to the privacy and convenience of the automobile and could never be lured back by mass transportation.

It now appears that this argument, plausible as it may seem, runs contrary to fact. The public is already returning to mass transit, and the trend that began with World War II has been reversed, according to statistics now available.

Nationally, the increase in transit patronage and revenues has varied from moderate to "astounding." Increasing congestion of freeways and city streets, plus mass transit that provides modern,

fast, frequent service, is deemed responsible.

In San Francisco, for example, the Municipal Railway that carried 140,300,000 passengers in 1958 carried 141,609,000 last year. The increase in Oakland was somewhat higher.

One Philadelphia line increased patronage 126 per cent through new equipment and faster service. A Boston line doubled patronage in less than a year. In Los Angeles, the so-called "freeway flyer" serving San Fernando Valley upped patronage in one year from 1,300 to 5,000 daily.

Here is persuasive testimony that the public is ready to forsake the expense and annoyance of commuting by automobile where cheap, fast, convenient mass transit is available.

Bids on New Buses Delayed to June 15

Bids on a maximum of 300 new ultra-modern motor coaches, estimated to cost \$8,000,000, will not be opened by the

transit board of directors until June 15.

The original bid deadline of May 4 was extended following a change in planning schedule that calls for the commencement of operation October 1.

Bids on the new motor coaches will be based on manufacturers' offer of coaches at a firm price for 90 days with provision for adjustments for buses delivered after 90 days.

By delaying the bid opening date, maximum advantage can be taken of the fixed price offers without delaying the start of operations, General Manager John R. Worthington reported.

The bids will be opened at 4:30 p.m. in district headquarters.

Bettencourt Named to Head

San Leandro Development

William J. Bettencourt, transit district director representing San Leandro and Alameda, and East Bay civic leader, has been named general chairman of the San Leandro Development Committee.

The committee is charged by the City Council with the study of ideas for the revitalization of the San Leandro central business district.

Transit Annexation Up for June Vote

Voting unanimously this month to place the proposed annexation of West Contra Costa to the Transit District on the June 7 ballot were the city councils of Richmond and San Pablo and the transit district board of directors.

The annexation proposal, requested by Richmond, San Pablo and adjacent unincorporated area, requires a simple majority vote for passage.

By joining the district, West Contra Costa would be assured of local transit service when the District replaces the operation of Key System Transit Lines later this year.

The annexation agreement, approved

by the various public agencies involved, provides for a maximum tax rate of one cent per \$100 of assessed property valuation. West Contra Costa residents would be eligible to vote on three of the seven members on the transit board of directors. The terms of two of the three directors expire the end of this year.

Latest of the many community organizations to lend full support to the annexation proposal are the merchants division of the Richmond Chamber of Commerce, San Pablo Chamber of Commerce, Richmond Development Foundation, Richmond Urban Renewal Committee, East Richmond Heights Improvement Association.

Key System Price Accord Under Study by District Directors; Early Date Seen for Start of Operations

(Continued from Page 1)

have within its control the ability to promptly remove from the streets antiquated equipment and replace it with coaches of superior design and comfort.

"Lengthy court proceedings could delay our operation by as much as two years, prolonging just that much farther Key's use of the older equipment," he said.

A total of \$550,000 has been allowed by the district for the used gasoline coaches. But their purchase by the district eliminates the possibility of severance damages which could "approach the price paid for the equipment," Worthington said.

"In other words, we are trading the payment of severance damage for the used coaches and thereby getting something of value in return."

The official pointed out the older buses are needed to commence immediate operation, but that they will be used only until delivery can be obtained on some

300 new, streamlined "Transit Liners" during the first 18 months of district operation.

"I am firmly convinced," Worthington said, "that the acquisition of Key System at the price proposed is an exceedingly fair and equitable solution, and will prove of great and lasting benefit not only to transit riders but also to the taxpayers of the district."

Besides providing funds for the purchase of Key System, Worthington said the \$16,500,000 bond issue approved last year is adequate to "carry out every detail of the district program as approved by the voters, including \$8,000,000 for the purchase of a modern motor coach fleet."

In addition to the modern "Transit Liners," the district plans to improve public transit with a network of fast express lines and more than 200 miles of new or improved local routes in the various East Bay cities.

Exclusive Freeway Lanes for Express Buses Urged for Los Angeles by Traffic Engineer

Rush-hour express lanes for buses have been advocated by Los Angeles' city traffic engineer, S. S. Taylor, as the best method of making "rapid transit" systems really rapid at least expense.

Such a study was urged by Taylor before further consideration of a monorail or other method of bringing thousands of daily commuters in and out of downtown Los Angeles.

These special lanes, on freeways and major streets, would be available for automobile and truck use during non-rush-hour periods.

"A comparable railroad track or monorail lines, on the other hand, would be used largely for some two or three morning and evening hours for only some 250 weekdays," Taylor said. "Each track would be used largely for only about 750

hours out of a total of 8,760 hours in a year.

"A pair of expressway lanes allocated exclusively for inter-urban buses in the morning and afternoon rush hours and available for cars and trucks as well as buses in the remaining hours would thus be utilized far more extensively in the course of a year than would a pair of railroad tracks," he said.

"The lanes, particularly the curb lanes, of our streets and highways are not working nearly as efficiently as they can," he added.

Central Terminal

Also needed to speed up public transportation, in Taylor's view, is a centrally located passenger terminal for these express buses, along with pedestrian conveyor belts from the terminal to major business areas.

Taylor predicated several major steps that will be undertaken during the next five years to solve Los Angeles' transit dilemma, including:

1—A planned, integrated mass rapid transit system.

2—A transportation master plan combined with a pedestrian-vehicle separation in order to get commuters in and out of the downtown area quickly and efficiently.

3—An increase in the quantity of mass transportation, regardless of its quality.

New York Buses Boost Earnings

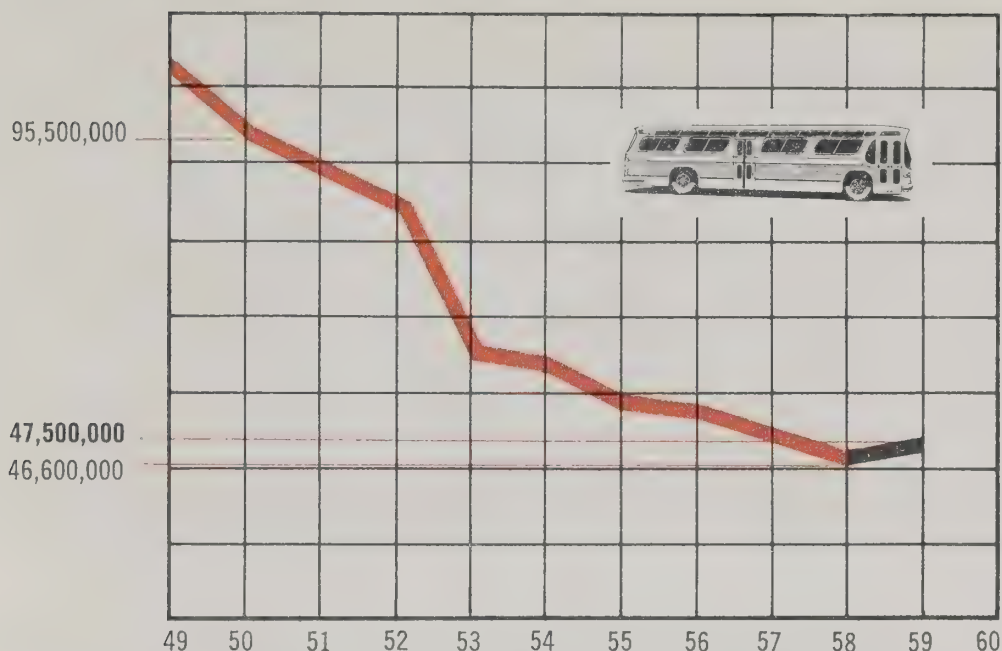
NEW YORK — Operations of the Fifth Avenue Coach system resulted in substantial gains in 1959 as compared with the year before. Net income last year was \$512,554 in contrast to a loss in 1958 of \$582,830.

Improved Public Transit Cited Among Top County Needs in Chamber Study

Better public transportation is one of the major needs of Alameda County according to a business climate appraisal conducted recently by a special committee of the Oakland Chamber of Commerce.

The committee, headed by Thad McCarty, manufacturer and civic leader, submitted questionnaires to 1,100 representative businessmen.

Some 87 per cent of those answering declared that public transit facilities are inadequate and called for immediate improvement. Better transit also was cited as a key issue in the revitalization of Oakland's central business district.



MORE RIDERS—Chart shows first upturn in number of riders using Key System Transit Lines since patronage began steady decline at end of World War II. Patronage since 1949 dropped from 95,500,000 to a low of 46,600,000 in 1958. Passengers carried last year increased 900,000 to a total of 47,500,000.

Key System Patronage, Revenues Gain

Passenger revenues collected last year by Key System Transit Lines increased more than 6 per cent on East Bay lines and 4 per cent on transbay service as compared to 1958.

The higher revenues, reported in the company's annual report issued this month, provided Key with an operating profit of \$1,428,510.

Deductions of \$116,948 for track removal and \$753,000 for federal income taxes, plus other minor adjustments, left the company with a net income of \$753,961.

The number of passengers carried by Key increased for the first time since the end of World War II.

East Bay patronage increased nearly 2 per cent—from 37,812,000 in 1958 to

38,500,000 last year. Riders on Key's transbay lines increased 1 per cent, from 7,972,000 to 8,051,000.

In his report to stockholders, Key President Glen L. Stanley attributed the increased transbay patronage to faster service, occasioned by the substitution of motor coaches on the former bridge rail lines.

"When the bridge rebuilding project is completed, and we are able to keep entirely off San Francisco city streets, we anticipated still further savings in schedule times," Stanley added.

The high earnings for the year were attributed in large measure to the important economies effected by the complete motorization of the bridge railway service.



Bridge Terminal Renovation Moves Ahead

Remodeled Transbay Transit Terminal to Become One of Nation's Finest; Escalators Among Many Innovations

Another major project soon will begin in the remodeling of the Bay Bridge terminal into one of the nation's top facilities for accommodating interurban transit passengers.

The entire granite and concrete exterior of the huge structure, more than 20 years old, is about to undergo a complete face scrubbing and painting, according to Norman Raab, State project engineer.

Faster Service

By the time all of the remodeling work is completed next year, Raab said, the terminal should be one of the finest in the country—both from the standpoint of passenger comfort and convenience as well as rapid movement of motor coaches in and out of the facility.

The new improvements and faster transit service to the East Bay should induce larger numbers of persons to use public transportation, he added.

"With buses transporting an average of 22 passengers per trip, compared with less than two persons per car, the traffic congestion on the bridge, particularly during the peak periods, would be somewhat relieved."

More than 54,000 transit riders pass through the terminal each day. Last year, the number of transbay passengers carried by Key System Transit Lines totaled 8,051,800.

The terminal facilities will be used by the Alameda-Contra Costa Transit District and its fleet of streamlined "Transit Liners" when the District replaces Key System later this year.

Work on the terminal building, to convert it from train to bus use, began nearly two years ago, with a number of major improvements already finished.

The elevated track area from the San Francisco bridge anchorage, around the terminal loop and through the building,

has now been repaved and the 14 motor coach lines of Key System operate in and out of the terminal, thus speeding up service and relieving city street traffic.

New indicator lights have been installed at various points in the building, which clearly show waiting passengers the lines that are loading and upon which ramps.

New, brighter lighting and a coat of paint are planned throughout the interior of the terminal, including the passenger loading deck. At night, the outside of the terminal will be brightened with a system of floodlight illumination.

A program providing for the general rearrangement and refurbishing of restaurant and other services of the building also is underway.

TRANSIT IMPROVEMENTS—Fourteen transbay motor coach lines carrying 54,000 riders a day now use fast, elevated transit loop between Bay Bridge anchorage in San Francisco and the Transbay Transit Terminal. Repaving of the former bridge rail area plus installation of modern passenger escalators and convenient loading indicators are part of a \$2,500,000 remodeling program of the transit terminal due to be completed next year.

Recent improvements include the installation of fluorescent lights in the main waiting room and on the mezzanine floor, the opening of various previously closed areas for freer movement of pedestrian traffic throughout the building, the construction of a new ticket office, and the installation of a new stairway flanked on both sides by escalators, leading from the lobby to the mezzanine level.

Bright Illumination

In addition to Key System, the terminal is being used by Greyhound Lines for commuters traveling to Central Contra Costa County.

Raab said the terminal is so constructed that it can be expanded to accommodate another 10 loading stations, increasing the present 30 loading points to 40.



ACTIONS OF THE BOARD

At an adjourned regular meeting April 20, 1960, the Board of Directors:

- Approved agreements for annexation of cities of Richmond, San Pablo and adjacent unincorporated area to the Transit District, on motion of Director Coburn. (Details, Page 3.)

- Called special annexation election to be held in unincorporated area in consolidation with June 7 primary election, on motion of Director Copeland.

- Authorized three members of the Board to inspect plants of major bus manufacturers together with transit operations in other communities, on motion of Director Copeland.

- Authorized directors and staff to attend a regional meeting of the American Transit Association in Sacramento May 9-11, on motion of Director McDonnell.

* * *

At the regular meeting May 4, 1960, the Board of Directors:

- Referred to Committee on Finance for study a recommendation of the General Manager that a proposed agreement for purchase of Key System Transit Lines be approved, on motion of Director McDonnell. (Details, Page 1.)

- Declared intention as to terms and conditions for annexation of Richmond and San Pablo to Special Transit Service District No. 1 providing voters of the area approve annexation to the overall district

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ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

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ROBERT E. NISBET Attorney
JOHN F. LARSON Treasurer-Controller
GEORGE M. TAYLOR Secretary



June 7, on motion of Director McDonnell.

- Adjourned meeting to May 25 at 8 p.m. in supervisors chambers of Alameda County Court House for purposes of acting on recommended Key System purchase agreement, on motion of Director Copeland.

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Volume 3 Number 2 ✓

OAKLAND, JUNE 1960

Transit Directors Approve Purchase Of Key System; Agreement Is Signed

Negotiated Settlement Of \$7,500,000 Ends Tie-up in Legal Delay

An agreement to purchase Key System Transit Lines for \$7,500,000 has been approved by the transit district board of directors.

The 63-page document, which also has been signed by Key System officials, must still receive formal concurrence and approval of the private company's stockholders.

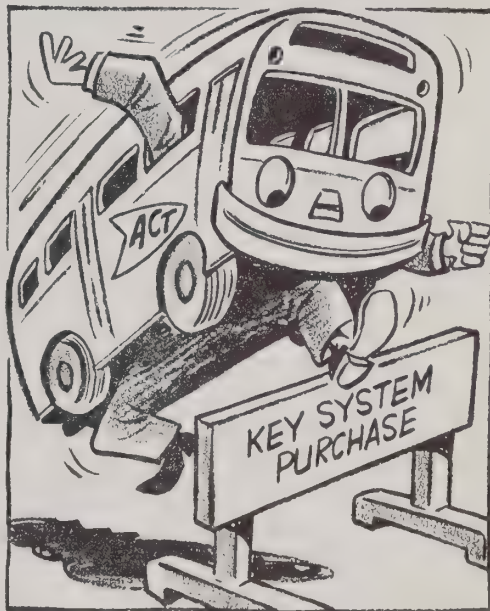
District General Manager John R. Worthington told a meeting of transit directors this month that the district can expect to be in business by next October as a result of the settlement.

"There still is a lawsuit pending against the \$16,500,000 bond issue approved by the voters last year," Worthington said. "But we anticipate favorable action on the matter in sufficient time to allow us to sell the bonds and commence operation by October 1."

Worthington said approval also may be required from the State Public Utilities Commission before sale of the transit company's facilities can be completed.

The final purchase price was reached by Worthington and Glen L. Stanley, Key System president, following more than four months of negotiation.

FINAL HURDLE



Worthington was commended for arriving at a "just and reasonable" figure.

Board President Robert K. Barber complimented Worthington for his negotiation of the settlement with "great clarity of purpose and fairness, in a business-like and diligent manner."

"We have had many checks on values," he added, noting that the settlement is based on values of Key equipment and

(Continued on Page 3)

What the Editors Are Saying About Transit

Oakland Tribune:

Price for Key System Is Reasonable

EXECUTIVES of the Alameda-Contra Costa Transit District and Key System Transit Lines have bargained and settled. The district can buy the private firm lock, stock and barrel for \$7,500,000.

The announcement naturally raises a question: Is the price fair?

Is it fair to the public which voted bonds to finance the purchase and will foot the bill with its fares? Is it fair to the privately-owned enterprise which necessarily bargained under the shadow of a pending condemnation action?

The public can only apply tests of reasonableness to the evidence available. There is no standard for comparison short of the detailed analysis of experts.

On the facts presently available *The Tribune* believes the negotiated figure is reasonable and equitable. It could be a shade high or low. We doubt if anyone can say with certainty.

Experts for the State Public Utilities Commission estimated the bulk of Key's holdings had a value two years ago of \$6,708,988.

This did not include 296 gasoline coaches and equipment which have been added to the list of properties to be pur-

chased. Nor did it include \$500,000 worth of spare parts and small tools.

Furthermore, the commission probably would have added some amount to compensate for severance damages and going concern value if PUC hearings had continued to conclusion.

Key System originally asked more than \$10,000,000, according to district officers.

All in all \$7,500,000 does not seem out of line for the Alameda-Contra Costa Transit District to pay. This being the case there is a vital reason to conclude the purchase. Such action will put the district in operation at the earliest possible date. It forestalls the possibility of long court action which could drag on perhaps two years and with legal costs that could be very expensive.

The public, by its vote to create the district and to approve a \$16,500,000 bond issue, indicated clearly it wants to own and operate its own Eastbay bus system.

District directors have a mandate to start operations as quickly as possible consistent with sound financing.

The proposed settlement is subject to approval by transit directors and by company stockholders.

Freeway Express Buses Prove Popular

PHILADELPHIA — Riding has increased 159 per cent on Philadelphia Transportation Company's Schuylkill Expressway buses since the first week of service last September.

Expressway buses are averaging 3,500 persons a day, compared with a daily

average of 1,350 at the start of service.

Buses are enlarging the capacity of the already crowded multi-million dollar highway by carrying into and out of downtown as many persons as normally ride in 1,400 automobiles, with much less use of expressway space.



TRANSIT MILESTONE—Historic 63-page agreement to purchase Key System Transit Lines by the publicly-owned transit district is signed by, left to right, John R. Worthington, district general manager; Robert K. Barber, board president, and George M. Taylor, district secretary.

Key Agreement Protects District Rights

(Continued from Page 1)

real estate as determined by PUC engineers, independent real estate appraisers, the district's two firms of engineering consultants and the district management staff.

Worthington said the negotiated settlement eliminates a possible two-year delay in legal action involving Key System before the district could commence operation.

The lengthy agreement spells out in detail the entire Key holdings to be obtained by the district, including three maintenance terminals and storage yards, 570 motor coaches, service facilities and shop and garage equipment.

"This agreement amply protects the district and taxpayers," Worthington said. "It specifies exactly what we are buying from Key and prevents any changes or

substitutions that could be of possible detriment to the district."

Pension rights of Key employees are protected by the agreement which has taken into consideration and made allowance for continuing existing pension benefits.

Several hundred Key System purchase and operating contracts will be taken over by the district, including automotive fuel contracts and tire and building leases.

The agreement specifies that all physical assets must be free from any liability such as outstanding taxes or other indebtedness including special assessments.

The \$7,500,000 figure, under agreement terms, will hold firm until the end of the year. If the sale is not completed by that time, either Key or the district can request reopening of negotiations on a new price.

West Contra Costa in District by 2-1 Margin

An overwhelming majority of residents in Western Contra Costa County voted this month to annex to the transit district.

The annexing areas, which cast a favorable vote of approximately 68 per cent, 16,971 to 7,982, include Richmond, San Pablo, and the unincorporated territory of El Sobrante, Rollingwood, East Richmond Heights, North Richmond and Parchester Village.

The West Contra Costa region, now served principally by Key System Transit Lines, is assured of continued bus service when the district replaces the private company later this year.

In addition to continuing existing service, the district plans to consolidate Key and Beninger operations with new and expanded routes in the rapidly growing residential areas.

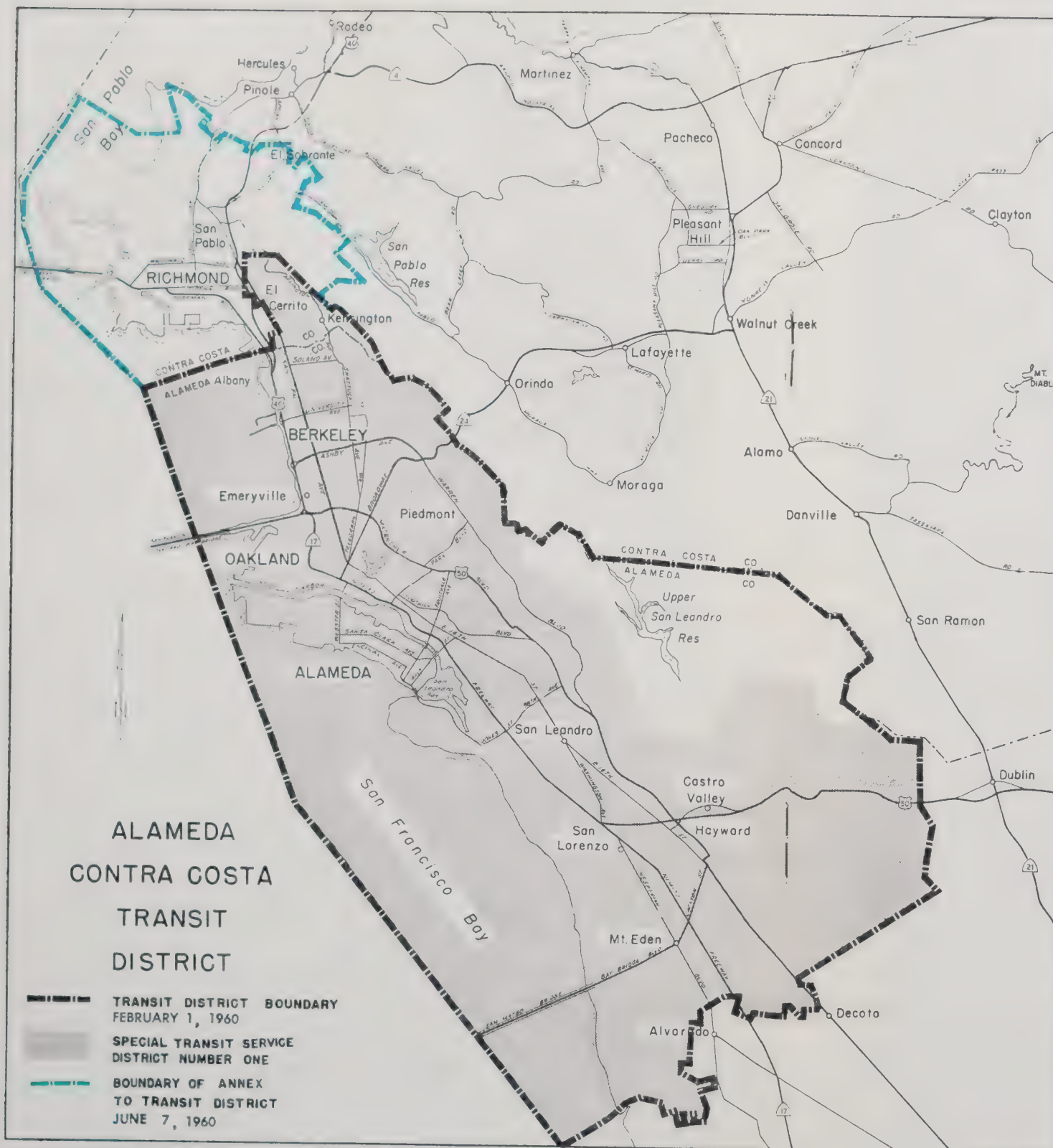
Backers of the annexation included the Citizens Transit Committee headed by former Supervisor Ivan Goyak, as well as major business, industrial and homeowner organizations.

Upon execution of a contractual agreement, the annexing areas will be placed in the operating zone of the district and will become subject to taxes the same as other East Bay cities.

Since it is too late for 1960-61 taxes to be levied directly on West Contra Costa property owners, the cities of Richmond and San Pablo will be required to pay the district an amount equal to the same rate levied elsewhere in the district for the new fiscal year.

In addition, Richmond and San Pablo will make a lump sum payment of \$10,000 to the district to cover engineering costs for the transit planning in the area, legal and election expenses. To this there

West Contra Costa, due to receive new equipment along with the rest of the district, also will assume its proportionate share of indebtedness for the \$16,500,000 bond issue passed last October to finance the start of district operations.



Key, Drivers Agree on Wage Contracts

A wage dispute between Key System Transit Lines and its bus drivers was settled this month when the operators approved a 6.2 per cent salary increase offered by the company.

The new contract provides for a 14-cent hourly increase for drivers, 15 cents for Class "A" and "B" mechanics, 14 cents for all other mechanical classifications and 15 cents for salaried office workers.

Drivers, as a result of the new contract, will receive \$2.40 an hour. They had sought a 33-cent raise to \$2.59 an hour.

The contract will carry through until

December 1, or until 30 days after the Alameda-Contra Costa Transit District takes over operation of the private company, which is expected to occur October 1.

In an effort to help settle the wage disagreement, John R. Worthington, district general manager, outlined certain of the district's policies to the union's negotiating committee.

Worthington said he will be willing to consider contract adjustments with the union and to bring such discussions to a conclusion within 30 days after the district takes over operation from Key System.

And while the district law does not spell out arbitration as being compulsory in contract disputes, Worthington said he believes the district is morally committed to arbitrate such controversies and will recommend adoption of a resolution to this effect to the transit board of directors.

The carmen's group also questioned the transit official on his position regarding wage parity with San Francisco Municipal Railway employees.

Worthington said he did not wish to "tie the district up with a San Francisco situation exclusively. But we do believe in the principle of reasonable wage parity, taking into account the pattern of the state's three largest transit systems—San Diego, Los Angeles and San Francisco."

Special praise for assistance in settling the dispute went to Assemblyman Walter I. Dahl of Oakland who, Worthington reported, helped to bring Key and the union together.

Dahl, who led passage of legislation in the Assembly to form the district, held a number of discussions with union and management representatives in an effort to avert a work stoppage.

Speaker Program Telling Progress of District Plans For Operation Available

Two educational programs have been developed by the transit district to keep East Bay citizens informed on the progress of plans to begin operation of a publicly-owned transit system.

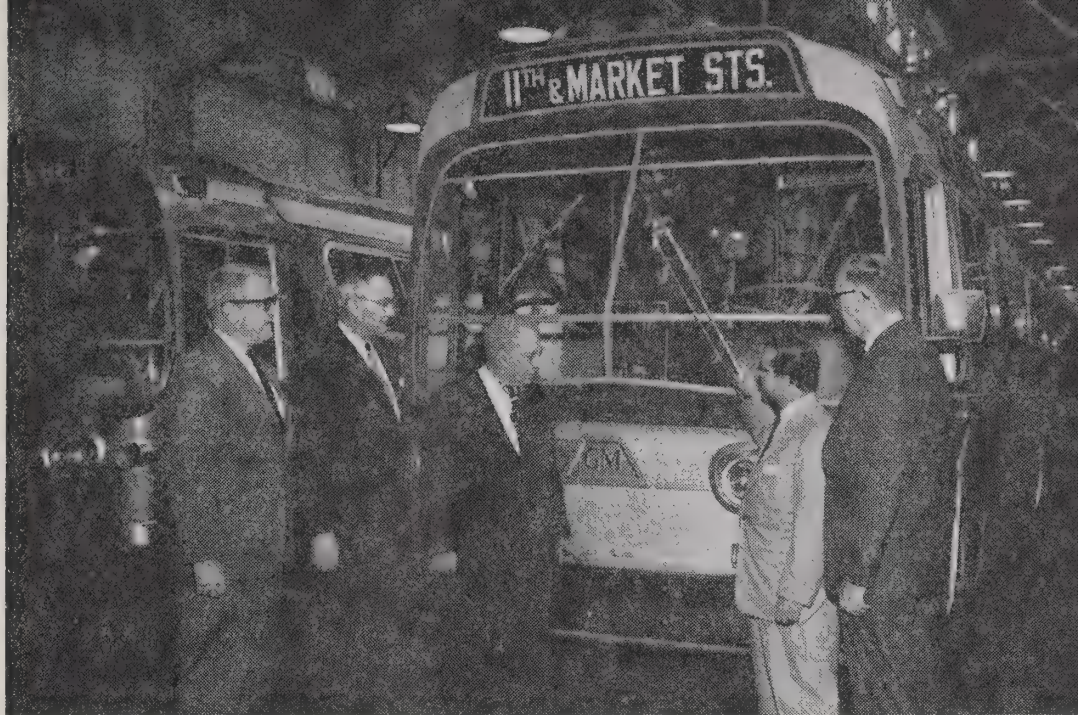
Both speaker programs are available free of charge for luncheon meetings as well as for groups holding their meetings during the morning, afternoon or evening hours.

One utilizes a 25-minute color motion picture, "Let's Go to Town," which shows improvements that are taking place throughout the country with regard to public transit.

The second program consists of a series of descriptive charts which graphically describe the East Bay's problems of moving people and the steps being taken to solve them.

The district also publishes a monthly information bulletin, "Transit Times," which is available through the mail free of charge.

For further information, please contact the transit district at 700 Plaza Building, 506 15th Street, Oakland, telephone TEmplebar 6-1808.



ASSEMBLY LINE—Committee of transit district directors inspect “new-look” motor coaches rolling off General Motors assembly line in Pontiac, Michigan. Viewing modern design front end of coach equipment are, left to right, Director William H. Coburn; Edward Lewis, GM tour official; Directors Robert M. Copeland and William J. Bettencourt, and Clifford Dick, head of GM bus sales.

District Prepares to Award Contracts for New Buses; Production Plants Inspected

Plants of two major motor coach manufacturers recently were inspected by a committee of transit district directors in advance of awarding contracts for new equipment.

The district representatives, including Vice President William J. Bettencourt and Directors William H. Coburn and Robert M. Copeland, visited the Flxible Company in Ohio and General Motors in Michigan. They also inspected municipal transit service in St. Louis and Detroit.

A newly designed, ultramodern motor coach has been under production at GM for nearly a year, with several hundred of the streamlined vehicles in operation throughout the country.

Officials of Flxible Company indicated they hope to begin production of a simi-

lar “new-look” coach within the next few months. Only a demonstrator model has been built to date.

The only other principal coach manufacturer, Mack Trucks, Inc., halted its transit bus production at the end of February and is designing a new model that will be produced when a new plant is opened within the next 18 to 20 months.

District directors were scheduled to open bids on a maximum of 300 new coaches June 15.

The new coaches, estimated to cost \$8,000,000, will provide basic service on most of the 73 district lines.

During acquisition of the 300 new buses, which could require more than a year for full delivery, the district plans to operate used Key System equipment.

ACTIONS OF THE BOARD

At two special meetings May 12 and May 23, 1960, the Board of Directors reviewed a proposed agreement to purchase Key System Transit Lines.

* * *

At an adjourned regular meeting May 25, 1960, the Board of Directors:

- Received from the General Manager a time schedule on the sale of district bonds, which contemplates receipt of funds by October 1.

- Approved agreement to purchase Key System Transit Lines at a price of \$7,500,000, on motion of Director Betten-court. (Details, Page 1.)

- Approved form of agreement between Transit Casualty Company and the District relating to assignment of Key System casualty insurance contract, on motion of Director McDonnell.

Bond Appeal Will Be Heard June 29

Hearings on the legality of the \$16,-500,000 transit bond issue approved by East Bay voters last October will be conducted by the State District Court of Appeal June 29.

In March, Alameda County Superior Judge Thomas J. Ledwich ruled the suit had no merit and that the bond issue was valid.

Attorney Marvin C. Hix of San Francisco filed the appeal on behalf of Stanley E. Behneman, Oakland engineer, and

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Herbert B. Kincaid of Berkeley, a watchmaker.

Hix had filed his appeal directly with the State Supreme Court, but the tribunal referred it first to the appellate court for hearings and a finding.

District legal advisors are optimistic that a final court decision will be rendered by August.

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Volume 3 Number 3 ✓

OAKLAND, JULY 1960

Bids on Streamlined Coach Fleet Opened; Prices Meet Estimate

Bids to furnish the transit district with a fleet of new ultramodern motor coaches—ranging in price from \$23,500 to \$35,244 a unit—have been submitted by two manufacturing companies and currently are undergoing analysis by the district staff.

Submitting bids on the new streamlined "Transit Liners" to be purchased during the next two years were Flxible Corporation and General Motors.

Two types of local transit models and eight types of suburban or commute models were subject to bid. In addition, each type contained seven alternates for special equipment such as air-conditioning.

The lowest bid submitted of \$23,500 was for a basic version of the Flxible 45 passenger transit coach, stripped of all special equipment features. The highest bid, \$35,244, was for a deluxe express and transbay air-conditioned model built by General Motors.

District General Manager John R. Worthington reported it will be early in August before a full analysis of comparative values, desirability and availability can be completed. Extensive consideration also must be given to adherence to legal and technical requirements of the complex specifications, he added.

The transit official indicated this month
(Continued on Page 3)

ACT Labor Policy To Assure Steady Service in Future

Chances of a future labor dispute halting East Bay transit service were sharply reduced this month with a declaration by transit district directors of their policy to submit any unresolved labor-management argument to arbitration.

The policy statement was prompted by recent threats of a transit shutdown during contract negotiations between Key System Transit Lines and the labor organization representing East Bay transit workers, Division 192 of the Carmen's Union.

District board president Robert K. Barber said the policy of the district is intended to insure that East Bay transit service will not be interrupted by a strike or other dispute between the district and its future operating personnel.

The district plans to purchase Key System and commence operation of a publicly-owned system next October.

The state law governing the district provides special machinery for arbitration of any dispute if both the employees and district agree. But the legal arbitration provisions are voluntary, not mandatory.

District directors agreed that if any dispute arises and it cannot be settled by collective bargaining, they will submit the matter to arbitration providing em-
(Continued on Page 2)

What the Editors Are Saying About Transit

Oakland Tribune:

Key System Strike Settlement Commended

SETTLEMENT of the Key System wage dispute was good news to the people of the Bay Area who were fearful that a strike might again disrupt the business, industrial, and general activities of the East Bay.

Labor and management alike demonstrated a recognition of their civic responsibility as they composed their differences without endangering the public welfare.

Much credit is due to Joseph Chambers, state conciliator, who provided the liaison service that kept negotiations proceeding when they appeared to be deadlocked.

Also contributing to progress toward agreement were Assemblyman Walter I.

Dahl and John Worthington, general manager of the Alameda-Contra Costa Transit District. Although they were not officially involved, both offered wise counsel at critical moments.

Primarily, of course, credit must go to the negotiators representing the Carmen's Union and Key System. An unwise move by either group could have plunged the East Bay into economic disaster. Instead, through the give and take of bargaining, they worked out a solution that both sides could accept, thereby protecting the public interest.

The *Tribune* believes it can express, on behalf of the people of the area, commendation and appreciation to all who participated.

District, Union in Arbitration Accord

(Continued from Page 1)

employees agree not to engage in any slowdown or refusal to work.

International union bylaws require that the local division of the Carmen's Union

More Information

A note or phone call to the transit district will place your name on the mailing list for *Transit Times* if you are not already regularly receiving a copy of the monthly newsletter.

The District also has programs available for group meetings.

must first offer to arbitrate contract disagreements before strike sanction can be granted. Offers to arbitrate were made by the union prior to the 76-day strike in 1953 and a short-lived six-day shutdown in 1958, but were turned down by Key System.

While the decision to arbitrate is not legally binding upon future district boards of directors, it does set a district policy, as requested recently by representatives of the Carmen's Union; and is expected to be an important influence upon the course of future negotiations with operating personnel.

\$609,000 'Activation' Budget Provides Cash Working Funds to Start Operations

An "activation" budget of \$609,000, to be financed without an increase in taxes, was approved this month by transit district directors.

Approximately 58 per cent of the budget, or \$355,400, represents working capital and other funds the district will need when it begins transit operations later in the year.

Directors agreed with General Manager John R. Worthington to hold back any salary increases in an effort to keep expenses at a minimum level prior to beginning operations.

The total budget is about \$150,000 higher than for the year just ended. But a carry-over in unspent funds together with refunds and reimbursements from bond sales due the district will mean only \$388,000 must be raised by a tax rate of 2.9 cents—the same rate as last year.

John McDonnell, chairman of the di-

rectors' finance committee, reported the higher budget was required to meet the "overnight change from a planning and programming agency to a multi-million dollar operating entity."

Before the district begins receiving revenues from the fare box, it will need about \$355,400 in working cash to cover prepaid licenses, taxes, insurance and cash advances, for which funds from bond sales cannot be used, McDonnell explained.

As soon as the district replaces Key System Transit Lines and begins operation, the budget will have to be entirely revised to take in actual operating revenues and costs, estimated to be about \$10,500,000 a year, he added.

"Even though the budget has been held down to the minimum," McDonnell assured, "the budget does provide sufficient funds for a smooth transition from the current formative stage of the district to the job of actually providing transit service in the area."



JOHN McDONNELL

Bus Bids Analyzed for Contract Award

(Continued from Page 1)

in a preliminary report to the board of directors, however, that some 50 discrepancies from district specifications had been uncovered to date in the Flxible bids while General Motors, it appeared, had adhered closely to the district requirements.

Specifications of the new coaches contain latest design features, including large "picture windows," new air-cushion suspension, wide seats, modern colors, low entrance step, new push-type doors, low

engine noise level, and bright, fluorescent lights.

The new "Transit Liners" will provide basic service on most of the 73 lines to be operated by the district. Acquisition of used buses from Key System Transit Lines will augment peak hour service during the first years of operation.

The used equipment, in turn, will be replaced by new coaches, containing other improvements as developed, beginning with the third year of operation by the district.

ACTIONS OF THE BOARD

At an adjourned regular meeting June 15, 1960, the Board of Directors:

- Opened contract bids to furnish up to 300 new diesel motor coaches, and referred the bids to the General Manager for study, on direction of President Barber. (Details, Page 1.)

- Appropriated \$2,500 to engage a firm of consultants to assist in selection of interior motor coach designs, fabrics, materials, and colors; and exterior coach decorative design, on motion of Vice President Bettencourt.

* * *

At the regular meeting July 6, 1960, the Board of Directors:

- Heard a report from the Attorney that a hearing on litigation pending against the recent transit bond issue was conducted June 29 by the State District Court of Appeal and that a decision may be rendered prior to the end of July.

- Adopted the 1960-61 budget, on motion of Director McDonnell. (Details, Page 3.)

- Authorized the General Manager to formally request bids for printing bonds, on motion of Vice President Bettencourt.

- Canvassed voting returns on recent annexation election of certain unincorporated area of Western Contra Costa County to the District, and declared the area, together with the Cities of Richmond and San Pablo, officially a part of the District.

- Scheduled a public hearing August

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3, 8 p.m., Alameda County Court House on the proposed annexation of Richmond, San Pablo and adjacent unincorporated area to Special Transit Service District No. 1.

- Adopted a policy to submit labor disagreements to arbitration, on motion of Director Deadrich. (Details, Page 1.)

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Transit Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

FOR THE GOOD OF YOUR COMMUNITY

Volume 3 Number 4

OAKLAND, AUGUST 1960



Board of Directors Approves Official District Emblem; Replaces Key Symbol

A new transit emblem to replace the long-standing insignia of Key System Transit Lines was adopted this month by the transit board of directors.

The emblem will first appear on East Bay buses October 1 when the district is scheduled to take over the private company and commence operation of a publicly-owned system.

The new insignia, consisting of a wing partly encircled by an oval disc, was designed to imply a sense of motion and speed. In the center of the disc, the initials of "A C Transit" represent the first

letters in the names of the two East Bay counties in which the district will operate.

Vice President William J. Bettencourt, chairman of the Public Information Committee which recommended adoption of the emblem, said his group attempted to present a design that would suggest a "snappy, new-look in transit."

The public may prefer to call the district "A C Transit," he added, instead of its lengthy official name.

Selection of colors for district equipment is still under study, Bettencourt reported.

Western Contra Costa Annexes to Service Zone; Full Government Cooperation Cited

Annexation of a large portion of Western Contra Costa County into the operations zone of the district was approved this month by transit directors.

The area, containing more than 100,000 residents, includes the cities of Richmond, San Pablo and adjacent unincorporated territory of El Sobrante, "East Richmond Heights, Rollingwood, North Richmond and Parchester Village.

Voters approved annexation to the overall district last June. However, special action was required to bring the area into the district's operation zone.

John J. Garvey, Jr., assistant Richmond city manager, cited the annexation of Western Contra Costa County in the district as the "finest demonstration of inter-government teamwork I have ever seen."

Garvey, in an appearance before the transit board, praised the full cooperative effort of Richmond, San Pablo, the Contra Costa County Board of Supervis-

ors, and officials of the transit district.

In the face of possible loss of transit service in the Richmond-San Pablo area, Garvey said, citizen leaders and civic officials moved "swiftly, unanimously and in a positive direction to protect and improve our public transportation."

"We know you are embarking on a program we all want, need, and one which will bring our area great benefit," he told the transit directors.

John R. Worthington, district general manager, said that the annexation could not have been accomplished had not the mayors, city councilmen and supervisors of the area given the measure their "one-hundred per cent support."

He also cited Ivan Goyak, chairman of the Citizens' Transit Information Committee, and Richmond City Manager Edwin Howell.

"Their cooperation was most outstanding," Worthington said.

Court Upholds Validity of Transit Bonds

Legality of the district's \$16,500,000 bond issue as previously affirmed by a lower court has been firmly upheld by the State District Court of Appeal.

The court sustained the opinion of Alameda County Superior Judge Thomas J. Ledwich who last March dismissed a taxpayers' suit challenging the bonds.

The taxpayers, Stanley Behneman, an Oakland civil engineer, and Herbert B. Kincaid, a Berkeley jeweler, had contended that the district lacked authority to call the election and to issue the bonds.

The taxpayers had also charged the district with distributing misleading information on the issue before the election.

In affirming the lower court decision, the District Court said that the district's

board has "broad powers including that of calling bond elections."

The court added that the propaganda charge was unfounded.

The pending suit has delayed sale of the bonds and the commencement of transit operations by the district.

Until the bonds are sold, the district cannot complete an agreement to buy Key System Transit Lines or purchase new motor coaches.

Should a petition for a hearing by the State Supreme Court be filed, however, district legal advisors are optimistic that a final, favorable decision will be rendered in sufficient time to complete the sale of bonds and commencement of operations by the district on October 1.

Hensel Named to New Operations Post

Kenneth F. Hensel, former American Bus Lines executive and a leader in the transportation industry, has been appointed operations manager of the Alameda-Contra Costa Transit District.

Hensel, 53, was named to the post by transit General Manager John R. Worthington, at a salary of \$12,000 a year.

Worthington, in announcing the appointment, said Hensel will have responsibility over the operational problems in connection with the take-over of Key System and commencement of district transit service.

He also will participate in forthcoming labor negotiations with representatives of the Carmen's Union.

The new district official served as a vice president of American Bus Lines for the past 10 years in various management capacities concerned with both operations and labor relations.

His experience in labor matters extends



Kenneth F. Hensel

back for 15 years, during which time he has earned the high respect and regard of both labor and management, Worthington reported.

Prior to his appointment, Hensel also served as president of Gibson Lines while that Sacramento Valley transportation company was still a subsidiary of American Bus Lines. Formerly, he was president of Denver-Salt Lake-Pacific Stages, another American Bus Lines subsidiary.

Hensel entered the transportation industry in 1929 as a bus driver for Burlington Transportation Company. Early advancements included those of safety superintendent, and superintendent of operations for several geographical divisions of the company.

Hensel, who resides at 1303 Acton St., Berkeley, is a former president of the California Bus Association which represents 140 companies throughout the State.

District, Union Agree To Series of Meetings On New Labor Contract

Commencement of a series of discussions looking toward a labor contract was agreed upon this month by representatives of the district and Carmen's Union.

The discussions beginning August 22 were scheduled for the purpose of reaching agreement as to the preliminary basis of an understanding as to conditions to become effective in so far as practicable when the district assumes operation of Key System lines on October 1.

Such items as may not be resolved during the discussions may continue under negotiation for an additional 30 days after the district begins operation, according to John R. Worthington, district general manager.

At the termination of the 30-day period, such items as still remain to be settled will be considered for submission to arbitration, he added.

ACTIONS OF THE BOARD

At the regular meeting August 3, 1960, the Board of Directors:

- Conducted public hearing and then approved annexation of Richmond, San Pablo and adjacent unincorporated area to Special Transit Service District No. 1. (Details, Page 2.)

- Received a report from the General Manager that he will be prepared to recommend contract awards for the purchase of new motor coaches at the regular September 7 meeting of the Board.

- Realigned ward boundaries on the basis of new population figures as required in advance of the November election for district directors, on motion of Director Deadrich.

- Adopted new district emblem, on motion of Vice President Bettencourt. (Photo, Page 1.)

- Created staff position of operations manager, on motion of Director Copeland. (Details, Page 3.)

- Adjourned meeting to August 17 at 4:30 p.m. in district offices to consider preparations for sale of \$16,500,000 bond issue.

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Transit Workers to Come Under Loyalty Oath

Present Key System employees who go to work for the district will subscribe to a loyalty oath, as have the employees of Los Angeles Metropolitan Transit Authority and all other state governmental units.

Robert E. Nisbet, attorney for the district, reported this month that according

to the State Constitution, the oath must be taken by all employees of the State as well as its "instrumentalities." This, he said, includes the transit district.

Existing district personnel subscribed to a loyalty oath at the time of their employment.

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Vol. 3 No. 5



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TAKE-OVER DATE ASSURED

High Court Upholds Transit Bonds; District to Replace Key System Oct. 1

The California State Supreme Court cleared the way this month for the transit district to take over Key System Transit Lines and begin operation of a publicly-owned system on Oct. 1.

The ruling of the high court, in effect, upheld the legality of the district's \$16,500,000 bond issue which was approved by the voters a year ago.

The court justices refused to hear an appeal on a taxpayers' suit challenging the validity of the bonds. The bond issue had earlier been upheld by the Alameda County Superior Court and the State District Court of Appeal.

Shortly following the Supreme Court action, the district sold the entire bond issue to a syndicate headed by the Bank of America, which submitted the low bid with an interest charge of 3.19932.

New Equipment Ordered

With the necessary funds assured, the board of directors then awarded a \$7,699,000 contract for a fleet of 250 modern "Transit Liner" motor coaches, thus successfully bring to an end nearly four years of planning and preparation for the activation of the district. (Details, page 4.)

An agreement already has been reached with Key System Transit Lines to acquire the privately-owned company for a purchase price of \$7,500,000.

Every conceivable precaution is being

taken to assure that there is no interruption of service when the district takes over the Key System, according to John R. Worthington, district general manager.

Referring to the bond sale, Worthington termed the interest charge "highly favorable" to the district and said it was one-half per cent lower than the amount estimated when district operating costs were forecast.

Favorable Interest Rate

"In effect," Worthington said, "this represents a savings of \$85,000 a year on the basis of an average year's interest charges." Thus, he explained, he is confident the district will be able to achieve its goal of paying off the bonds and interest charges entirely from passenger revenues after it begins operation.

Money from the bonds will be used to buy Key System, new equipment and miscellaneous capital improvements.

Only other bidder on the bonds was a Chicago syndicate headed by Halsey, Stuart & Company, Inc. It offered a rate of 3.31236 per cent.

Significance of the favorable interest rate was pointed out by John R. Larson, district treasurer-controller, who said that \$30,000,000 worth of East Bay Municipal Utility District bonds were sold last month at a rate more than one-tenth per cent higher.

State PUC Approves Key Sale to District; Familiar Key Name Will Be Abandoned

The California State Public Utilities Commission granted permission to Key System Transit Lines this month to sell its property to the transit district.

Sale of the company was authorized by the commission after it was determined the district will "continue and improve" the present service.



ORIGINAL SYMBOL—The first emblem of the old Key Route is shown above as it appeared over entrance to Key ferry terminal at end of connecting rail trestle in San Francisco Bay.

Key is owned by Railway Equipment & Realty Company, with most of the stock of the parent firm held by National City Lines of Chicago.

The long familiar symbol of public transportation in the East Bay, due to disappear when the district takes over the company next month, goes back to 1903

when Francis Marian "Borax" Smith established his transbay interurban train and ferry service.

Though Smith's interurban was known as the San Francisco, Oakland and San Jose Railway, it was popularly called the Key Route until a reorganization in 1923 when the successor, Key System Transit Company, was formed.

The Key Route received its name from the shape of its lines—the cities of the East Bay at one end with the trestle into the bay and the ferry piers at the other giving the appearance of a "key."

The transit district will take over Key's 570 buses, various other operating equipment, and three maintenance yards and storage terminals in East Oakland, Emeryville and Richmond. It also will hire all of Key's employees, except corporate officials responsible for company policy.

The district plans to use Key buses until arrival of new "Transit Liner" coaches to provide basic service on most of the 73 lines to be operated. The older Key buses then will be retired and the newer ones used to augment the "Transit Liners" during commuter rush-hours.

Commuters Swing to New Express Lines

New surveys made on the "Freeway Flier" lines operated by the Los Angeles Metropolitan Transit Authority show that this fast service is appealing to patrons who previously drove to work.

The latest study of 192 passengers on the Central Valley Freeway Flier indicated that 32 per cent of them used their own cars to commute before the service was inaugurated.

Of the passengers using the line, 53 per

cent of them travel by auto to reach the point where they board the "fliers."

An earlier study revealed even more surprising results on the express motor coach line operating over the Hollywood Freeway between downtown Los Angeles and San Fernando Valley.

A poll of the riders indicated that 74 per cent of the passengers drove their own automobiles to work before the express bus line was started.



KEY INSPECTION—Thousands of nickles and dimes from Key System fare boxes clank through coin counting machine—one of many Key facilities inspected by directors of Alameda-Contra Costa Transit District in advance of taking over private company Oct. 1. Viewing noisy operation are, left to right, Directors Paul Deadrich, Robert Copeland, John McDonnell, Robert Barber, William Coburn, Jr., William Bettencourt, J. Howard Arnold and Key President Glen L. Stanley. Operator is Henry Paterson.

Key Plant Inspected by District Board

An extensive inspection tour of the facilities of Key System Transit Lines was conducted this month by directors of the district in advance of taking over the private company Oct. 1.

Members of the board began the tour in the general offices of the transit firm at 1106 Broadway, Oakland, where they visited the closely guarded quarters in which thousands of coins collected daily from the fare boxes are counted.

An inspection also was made at Key's three divisional storage and maintenance terminals in Emeryville, East Oakland and Richmond. Directors visited the various repair shops and garages and examined a number of the Key motor coaches the district soon will acquire.

The tour was arranged by Glen L. Stanley, Key System president, and John

R. Worthington, general manager of the district. Stanley presided as host at a luncheon for the directors prior to the tour.

District Headquarters To Be Moved Oct. 1 to Key's Oakland Offices

Headquarters of the transit district will be shifted in downtown Oakland to 1106 Broadway when the district begins operation Oct. 1.

The new location, on the northeast corner of 11th St. and Broadway, presently contains the offices of Key System Transit Lines.

The corporate offices of the company will move from the building at the end of the month, thus making room for the present district staff. The district also will use the present Key telephone number, OLympic 3-3535.



NEW LIGHTING—Bright fluorescent lights will run entire length of attractively painted ceiling panels.



LOW STEP—Entrance steps on the new "Transit Liners" have been lowered closer to the ground for added passenger convenience.



MODERN DESIGN—Shiny aluminum will brighten bus exterior with a silvery hue.

New 'Transit Liners' on the Way

The first delivery on the fleet of 250 modern "Transit Liners" ordered by the district this month is expected to be placed in service about Dec. 1.

District General Manager John R. Worthington reported to the board of directors that the initial shipment will contain 40 deluxe suburban coaches, pur-

chased specifically by the district for transbay commute service.

The transbay buses plus those planned for service on the new East Bay express lines will be air-conditioned. Transbay buses also will contain high-backed, deep-cushion seats.

Latest design features are being built



LARGE WINDOWS—Forward slanting “picture windows” will afford greater outside vistas and brighter daytime illumination. Wide seats will give increased space for relaxed travel.



EASY EXIT — Push-type doors will provide added safety with convenient holding bar for use while stepping from bus.

RIDING COMFORT—Entire fleet of “Transit Liners” will come equipped with new air-cushion suspension, assuring a smooth ride free of pavement vibrations.



into the entire fleet, Worthington said, including large “picture windows,” new air-cushion suspension, wide seats, modern colors, low entrance step, new push-type doors, low engine noise level and bright, fluorescent lights.

Delivery of the entire order of 250 buses will be completed by next summer, Worthington said.

As the new buses are delivered, the older Key System buses in use by the district will be removed from service and sold, he added.

The new fleet will provide basic service on most of the 73 lines to be operated by the district, with existing buses used only to augment service during commuter rush-hours.

Exterior colors of the buses will be silver, Tahoe turquoise and Monterey cypress green, plus a feature stripe of persimmon orange.

Worthington said interior colors and fabrics of the first shipment of coaches will represent several shades of brown, ivory, and antique gold.



TRANSIT HISTORY—Traffic congestion wasn't much of a headache along Macdonald Ave. in the early days of Richmond. Photo represents one of many periods in historical development of East Bay transit to be covered in district's new pictorial booklet.

Booklet on History of East Bay Transit, New District Route Map Ready for Issue

A 32-page pictorial booklet on the history of East Bay public transportation will be issued next month as part of an observance marking the beginning of district operation.

The booklet, which is to be a special issue of *Transit Times*, will contain nearly 100 photographs tracing the development of public transit since 1863 when the first line was inaugurated in Oakland.

The various periods of the horse car, steam train "local," cable car, electric street car and interurban transbay rail and ferry service will be represented.

Also under preparation is a new map showing the transit lines to be operated by the district.

The map is designed to encourage

greater use of transit facilities. It will show the streets on which district lines operate, and will also list approximately 45 points of interest in the East Bay that may be reached by public transit.

The map folder, entitled "A Guide for Going Places on AC Transit," will contain directions as to the particular lines serving are area's points of interest.

Though the district scheduling will remain the same as Key System during the first two or three weeks of service, the face plates of Key timetables have been redesigned to incorporate the district's name and emblem.

As service on the various lines is improved, entirely new, simplified timetables will be prepared.

What the Editors Are Saying About Transit

The Richmond (Va.) Times-Dispatch:

'Return to Transit' Seen with New Buses

THE VIRGINIA Transit Company deserves a hand on the progressive policies which have led to its acquisition of 15 brand new silver and green air-conditioned buses for its Richmond lines. These spanking, shining vehicles, the latest thing in urban bus transportation, will make their debuts today.

VTC thus demonstrates a forward-looking approach to its problems. By contrast, many transit companies are letting their equipment go to pot, and their patronage is suffering correspondingly. We are fortunate that VTC has decided on more modern and aggressive methods.

Until the horrible weather set in about a month ago, passenger traffic on the Richmond lines of the company was comparable to that of the preceding year. It appears, therefore, that the steady drop in the number of passengers—which has been occurring since World War II on urban lines all over the United States—has been arrested.

The addition of the luxurious new

equipment, which is to be put on exhibition today, should cause an upturn in the number of VTC customers. That would be a good omen for the city. Nothing can do as much for downtown traffic congestion as a sharp jump in the number of persons riding the buses. Each bus can carry comfortably enough persons to fill dozens of automobiles.

Sooner or later, Richmonders probably will be forced to a realization that the growing traffic congestion downtown can best be made bearable if they will ride the bus, instead of bringing their cars to the office. For those who must have their cars downtown for business reasons during the day, it is another story, but thousands drive to work who could just as well ride the bus, and thereby save another of the scarce parking spots.

Anybody who experiences the comfort, riding ease and convenience of VTC's new green and silver jobs is likely to decide right away to leave his car at home thereafter when he goes to work.

'Ideal' Neighborhoods Require Transit

WASHINGTON — Nearness to public transportation is one of the requirements of an ideal neighborhood, the upwards of 100 delegates attending a Family Conference on Housing here recently agreed.

The conference was sponsored by the National Association of Home Builders and the Women's Housing Congress.

Women at the conference listed privacy as their first requirement in the

selection of a neighborhood in which to live, while men put zoning laws first.

Nearness to schools, shopping centers and public transportation were the next requirements.

One woman pointed out that bus service is imperative "if we aren't all to be turned into chauffeurs for our children, taking them to the dentist, to the movies and what not."

ACTIONS OF THE BOARD

At an adjourned regular meeting August 17, 1960, the Board of Directors:

- Awarded bond printing contract to Jeffries Banknote Company of Los Angeles for \$3,950, on motion of Vice President Bettencourt.

- Levied a property tax of 2.9 cents per \$100 of assessed valuation to finance 1960-61 fiscal budget of \$609,000, on motion of Director McDonnell.

- Authorized issuance of \$16,500,000 bonds, prescribed form, term and conditions of bonds, and approved official bond statement, on motions of Director McDonnell.

- Called election for district directors in consolidation with general elections November 8, on motion of Director Copeland.

- Officially accepted and approved engineering reports of De Leuw Cather & Company, on motion of Director Copeland.

* * *

At an adjourned regular meeting September 7, 1960, the Board of Directors:

- Awarded sale of \$16,500,000 bonds to a syndicate headed by Bank of America, at a net interest cost of 3.19932 per cent, on motion of Director Coburn.

* * *

At a regular meeting September 7, 1960, the Board of Directors:

- Sold \$200,000 tax anticipation note to Crocker-Anglo National Bank at an interest cost of 1.25 per cent per annum,

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JOHN F. LARSON Treasurer-Controller

GEORGE M. TAYLOR Secretary



on motion of Vice President Bettencourt.

- Appointed Bank of America as paying agent for district bonds, on motion of Director Coburn.

- Awarded \$7,699,000 contract for 250 diesel motor coaches to General Motors Corp., on motion of Director McDonnell.

- Approved application to include employees under provisions of State Unemployment Code, on motion of Director Coburn.

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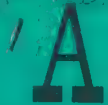
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Tired old Dobbin pulls the last East Bay horse car to pasture in 1909.

Street Railways



PICTORIAL history of public

transportation in the East Bay, commemorating the achievements of the past century and the commencement of operations by the Alameda-Contra Costa Transit District. /



1863

1960

People of the East Bay — and the Alameda-Contra Costa Transit District—can be grateful to those who have tried to preserve some record of a complex transportation history. Especially, we are indebted to the California Room of the Oakland Public Library, Bancroft Library at the University of California, the libraries of the Oakland Tribune and Southern Pacific Company, and to collectors Louis L. Stein of Kensington, and Albert E. Norman, Vernon Sappers and Frank Rigney of Oakland, whose priceless photographs and records give such a vivid picture of the past.

IT WAS the end of October, 1869, and the crowd standing around in the dust at First and Broadway was having a boisterous time. They'd been talking about it for five years and now the first horse car was about to move out on flat iron rails.

There had been a ruckus the day before, October 29th, when workmen tried to prevent the street car crew from laying rails across the tracks of the Seventh St. steam train. But onlookers and police had stepped in, the tracks were laid and the volunteers were about to get their reward—free rides the first day.

Those first in line scrambled into the 16-passenger car, two placid horses shambled off in a trot, and a transportation system that was to become the finest in the nation before the turn of the century was away to a start.

Oakland, already straining at the village seams with a population of 10,000, had entered a new era.

NORTH on Broadway from the 7th St. steam railroad station in 1869, showing the tracks of Oakland's first horse car line. This was the day of wooden sidewalks, dusty streets and village blacksmiths.



In the 91 years since, the East Bay has gone from tracks to tires, from Dobbin to Diesel. It's known confusion, promoters, empire builders. It's sampled horse cars, steam trains, cable cars and the great period of the electrics, which carted off thousands to the ferries, then spilled them back again at the end of the day.

It's known the clank clank of street cars, the quieter roll of motor coaches. And it's been welded into one vast community, each section united to the other, by transportation.

This month the East Bay added a new period, crossed into another new era—transportation for the benefit of the public alone.

For the first time, riders have their own transportation system, publicly owned and operated. They can look forward to a future of increasing speed, comfort and service—and know that under the Alameda-Contra Costa Transit District, they're flying their own banner. Nothing to promote except the use of their system.

It was promotion of another kind that really set the East Bay on the move.

Those first businessmen not only knew that people had to get about this area and to San Francisco, they knew that if all the pasture land and tree-studded hills were to be sold as city lots, there had to be a way to get the buyers to the property.

FIRST locomotive to operate on a railroad in Oakland, the "Liberty," took passengers from Broadway down along Seventh to the Oakland wharf for ferry boat connection to San Francisco. Small ornamental figure on front of the engine was typical of the times, in 1863.



The answer was horse car lines, lots of them.

But there was trouble at first among the city fathers. The town charter dealt only with franchises for steam railroads, and the way already had been cleared for the first steam train and ferry service.

It was on September 2, 1863, that the San Francisco and Oakland Railroad Company ran a stubby steam train from Broadway down Seventh St. to Oakland Point—later to become the Oakland Mole—loaded passengers aboard the ferry Contra Costa and initiated a service that was to flourish for decades to come. “The Local,” as it was called, was to have additions. It grew up to become the important link in the Southern Pacific’s vast inter-urban transportation network, an integral part of local street car operations. But technically it was always a train, not a street car service.

A street car railroad powered by horses had been proposed in 1864, but things moved slowly through official channels. In 1866, the needed franchise was granted by the State Legislature which also set the fare at 10 cents or 16 rides for a dollar and, taking no chances, added a speed limit of eight miles an hour.



ONE OF OAKLAND’S first horse cars, after long service as No. 8 on the Telegraph Ave. line, took on a new number and destination after it was acquired by the Claremont, University and Ferries Railroad in 1891. It operated from Shattuck Ave. and Center to the Southern Pacific depot in Berkeley, with a branch on Sacramento St. to Peralta. Discovered in a backyard on Delaware St. in 1948, the car has been restored by Louis L. Stein, Berkeley transportation historian.

By the autumn of 1869, the Oakland Railroad Company had laid its first rails as far out Telegraph as “the new Berkeley road,” and a building was put up at the foot of Broadway to house the company’s four horse cars.

The cars of the O.R.C. connected with the steamer Whipple, and the Oakland Daily Transcript of November 1, 1869, reported that between 1500 and 2000 customers had landed at the foot of Broadway that day, crowding into the horse cars that continually rumbled through the streets.



AN ALERT looking Dobbin stands proudly with street car and crew on Telegraph Ave. in the Temescal district in front of the "Brick House," a famous watering place. The building, still standing, now houses a hardware store. This was in the 1880's.



STEAM DUMMY No. 2, with ex-horse car No. 15 on Telegraph Ave. at the Temescal Car House in 1875. The line operated between the College of California in Berkeley, and Temescal, connecting with the horse cars to Oakland.

"The city appeared to be all life," it added.

The new horse car line at first ran out Telegraph to 36th St., then 40th. In 1870, it was extended to Temescal Creek and, apparently, was an immediate success.

The round trip to Temescal took an hour and it was a good team that could make three runs a day.

When the College of California moved from Oakland to a new campus in the country at Berkeley in 1873, the horse car went along. But the trip to Berkeley was a bit too long, so in 1875, a steam dummy line was established between Temescal and the University. An extra fare was charged for that part of the trip, and for the next 16 years the O.R.C. provided the only transportation between Oakland and Berkeley.

Students rapidly became expert at joggling horse cars off the tracks and at heckling the operators—who fortunately were hired for brawn, the ability to collect fares by force, if necessary, and to subdue obstreperous passengers.

The steam dummy, with the street car behind, didn't end the hijinks. One car, skidding on greased tracks, ended in the mud of Strawberry Canyon. The climax came one night when a bunch of the boys spotted a car on a siding, waiting to be picked up by the steam dummy. They climbed aboard, released the brakes and were off!

Somewhere along the line, one of the company men heard the rumbling and threw a switch to prevent a crash. The car, according to his memory, coasted merrily all the way to downtown Oakland—longest free wheeling ride in company history.

Meanwhile, the second horse car line, the San Pablo Railroad Company, had opened for business in 1871, a relative of the O.R.C. It also ran from First and Broadway, to 14th St., then out San Pablo Ave. to Park Ave. The settlement which grew up at the end of the line took the name of one of the system's promoters, J. S. Emery.



THIS WAS HOME for the Fourteenth St. Railroad Company in 1877. The car barn was located on 14th St. at Peralta.

HORSES of the Broadway and Piedmont Railroad were turned loose to graze in nearby fields while cars lay over at the end of the line in front of the massive gates of Mountain View Cemetery. The year was 1878.

With operation of these two lines which consolidated in 1873, the horse car boom was on. Practically all of them started to get real estate on the market. There was promotion, duplication, speculation. Franchises were handed out like hot cakes to speculators who never got around to building the lines.

Streets were covered and recovered. Broadway, at one period, had six sets of tracks running down part of the street. But the lines that actually were built spread out to all sections of the East Bay and became the nucleus of a transportation system that by 1893 was credited as the finest in the nation.



COWS MUNCHED happily along the muddy edges of Lake Merritt ignoring the plodding passage of the horse-drawn street car of the "Tubbs Line." It ran from Seventh and Broadway to the Tubbs Hotel at Fifth Ave. and East 12th.



IN THE 1870's and 80's, boom days of the horse car, the Market St. Railroad provided service west of Broadway. This is car No. 1 at the intersection of Market, West and Seventh.



THE "SURREY with the fringe on top," operated by Broadway & Piedmont Railroad, on Broadway in front of St. Mary's College in 1878.

TELEGRAPH was a pleasant thoroughfare with spacious homes when Oakland's first horse car line ran along its dusty edges in 1874. The tiny car, on its way to the state university at Berkeley, opened in the back like a pie wagon and lacked the usual platform.



Each line had its purpose, and its individuality. One early car was a surrey type, with a fringe on the top. The tiny cars that made their way along the side of Telegraph Ave. were entered through the back—one high step and you were in. Most of the cars were small, with hard wooden benches. They could be driven from either end; the horses just switched around when the cars got to the end of the line.

Perhaps the most startling innovation was the double-decked car, like a London omnibus

Those on the Highland Park and Fruit Vale Line were luxurious indeed, with mahogany trim, upholstered seats and a spiral stairway to the rooftop benches.

Later, converted to electric trolley cars, they were still unusual; but they didn't match, in "gingerbread" appearance, the trolley invented here by the Pullman Company and put on the East Oakland Railroad Company run to Trestle Glen. It had double spiral staircases at each end and a wire cage for the motorman and the trolley apparatus, resembling an airy fruit basket.



THE HIGHLAND PARK and Fruit Vale line offered service in omnibus-type cars, with mahogany trim and upholstered seats for inside passengers, fresh air and a bench for those who climbed top-side.

EVERYONE obliged the photographer when the East Oakland Railroad Company's double-decker stopped for the moment on the trestle crossing Indian Gulch in Trestle Glen in 1894.





A DETERMINED CREW prepares to push car No. 1 of the Oakland Cable Railway Company off the turn table at First and Broadway. Tom Pardee was conductor and Herman Zurell, motorman.

THE OLD and the new—horse car and cable—share Broadway near Ninth St. in 1886. Oakland's skyline then boasted of tall church steeples and a stubby tower atop City Hall.



Old Dobbin was still reigning supreme in the 1880's when a new invention entered the field, the cable car.

Senator James G. Fair of Comstock fame was the first to get a cable into operation, on the old San Pablo Ave. Line, in November, 1886. But his efforts to build a turntable at Seventh and Broadway led to his subsequent defeat in the local transportation field.

Fair, who had bought the pioneer Oakland Railroad Company and the Tubbs line the year before, wanted the cable turntable at Seventh and Broadway. Frederick Delger, prominent official and property owner, didn't. Over a weekend, while Delger was out of town, Fair went ahead and built the turntable, arousing the enmity of his opponent.

STEAM LOCOMOTIVES replaced horse cars on Telegraph, but only for a brief time after Senator Fair of Comstock fame purchased the Oakland Railroad Company. Shortly after this picture was taken at the Temescal end of the line in 1887, the locomotive was ruled off the street.



CITY FATHERS refused to approve use of the steam locomotive on Telegraph Ave., even after Senator Fair tried the subterfuge of coupling a horse car ahead of the engine.



THE HORSE CAR, too slow for the long trek from Temescal to the university campus in Berkeley, was supplanted by Oakland Railroad Company steam dummy No. 1, shown at the campus edge in 1889.



NORTH on San Pablo from the intersection of East 14th St. in the late 1880's. The horse car was about gone, but the cable was in its glory.

Delger got in his licks when Fair tried to run a steam locomotive out Telegraph. The opposition, led by Delger, stopped Fair in his tracks—narrow gauge by that time. He tried the dodge of running a horse car hooked to the front of the locomotive, but it fooled nobody—not even the horse.

As a result, Fair sold out in 1887 to other transportation giants, Crocker, Huntington and Hopkins, and they replaced the steam locomotive with the well known steam dummy.

The San Pablo cable, meantime, continued to jerk along. It extended to the foot of Broadway and, despite losses, operated until 1899, before it finally gave in to electricity.

The second cable venture was launched by James Gamble, one of the pioneer developers of Piedmont. The Piedmont Consolidated Cable Company had two sections, both operating out of a power station at 24th and Harrison Sts.

One ran through Oakland, down Broadway from 24th St. south to 14th St., west to Clay, south to 8th, east to Washington and back to 14th, making a loop.

The other ran from the station, out the right-of-way previously used by the horse car line on Piedmont Ave. to Mountain View Cemetery. The cable car was pulled to a turntable at Oakland and Highland Aves., then was released for a gravity run to Blair's Park and the cemetery and a hook-up with the cable for the return trip downtown.

The first cable car hauled to Piedmont was in August of 1890 and more than 20,000 residents turned out for the event. Despite excitement of the day, the cable car was no answer to the hue for more rapid transportation, especially between Oakland and Berkeley.

PROMINENT figures of the day take a trial run to Blair's Park in an experimental overhead cable car, with inventor Henry Casebolt at the controls. Piedmont in 1887 was still a pleasant farm land.



ONE OF PIEDMONT'S cable cars in front of Blair Park at Moraga and Highland in 1890. A section of the cable line ran from a turn table at Highland and Oakland Ave. to Blair Park by gravity.

The solution was found in electric power.

The Oakland and Berkeley Rapid Transit Company, while waiting for legislative action, went ahead and built a double-track line from Second and Franklin, out Grove St. to the University campus in Berkeley. By the time the Legislature granted a franchise, the first electric street railway, under a new banner of the Oakland Consolidated Street Railway, was ready to roll.

It was May 12, 1891—an event greeted with mixed reception. Stores were decorated with bunting and the populace turned out to watch the new electric cars go by. But some feared the electricity would stop their watches. Others thought it might cure their rheumatism.

It didn't, but it did signal the end to the tinkling bell and the shambling trot of the street car horse. Pasture was at the end of his line.

TROLLEY car No. 8 of the Oakland and Berkeley Rapid Transit Company on Dana St. at Bancroft Way, Berkeley, in 1892 during the early days of electrification.



THE FIRST day of service on the Oakland, San Leandro and Haywards Electric Railway, May 7, 1892, showing train of street cars on East 14th at Davis in San Leandro.

THE OPEN bench type car was a breezy rarity, but it didn't discourage passengers from using — and liking — the Oakland, Temescal and Berkeley line. This picture was taken in 1893 at the end of the line, in front of where Sather Gate stands today.



WAITING passengers climb aboard Oakland's first electric railway, the Oakland and Berkeley Rapid Transit Company, at 13th and Franklin. The line opened May 12, 1891, and whisked riders all the way to Berkeley via Grove.



THE SECOND major electric road, the Oakland, San Leandro and Haywards Electric Railway, got an enthusiastic send-off in 1892 as it posed for posterity in front of the old Oakes Hotel in Haywards.

The second major electric road was the Oakland, San Leandro and Haywards Electric Railway, heralded as the biggest development affecting East Bay public transportation in its 29-year history.

The electric, which made its first run on May 7, 1892, opened up new territory, brought Haywards within easy riding distance of Oakland, and started a boom that hasn't yet stopped. By 1894, this line had settled an agreement with the Oakland Consolidated so that passengers could travel by electric all the way from Haywards to Berkeley. The East Bay was rolling!

Other lines, in the meantime, had quickly switched to electricity. By 1893, Oakland took a bow for the most complete electric street railway system in the United States, all accomplished in two years.

And the time was ripe for the entrance of the greatest empire builder of them all, Francis Marion "Borax" Smith, who already had mushroomed his borax discoveries into a multi-million dollar fortune.

Smith saw no reason why his chosen home town shouldn't rise to unlimited heights, given the right push—like better transportation.

Along with F. C. Havens, a San Francisco attorney and business leader, he decided to do something for the disgruntled transbay commuters (then, too!) who had only "The Local" of the Southern Pacific for ferry-train service.

THIS WAS Washington St. in the early 1900's, looking north toward the old City Hall from 12th St. Trolley cars had replaced the horse car, but Dobbin was still used for other transportation.



TINY trolley cars in 1894 cross the trestle that gave Trestle Glen its name, bridging Indian Gulch enroute from upper Park Blvd. to Longridge Rd. Line lasted until 1904.



EASTSHORE and Suburban Railway Company provided transportation out Macdonald to San Pablo Ave. in early Richmond days. Streets were seas of mud or dust, depending on the season.



RESTING in the street on one of its days off is a horse car of the Oakland, San Leandro and Haywards Electric Railway. Photo was taken in 1905 looking west on B St. from Main.



A GOOD representation of Richmond's rolling stock in the early days of electric power. At the Sixth St. and Macdonald Ave. junction are three cars of the East Shore and Suburban Railway.

WAGONS and trolleys still had the right-of-way at the turn of the century when this photo was taken on Park St. at the intersection of Santa Clara in Alameda.



They especially liked the idea of buying a lot of land (cheap) and selling it (not so cheap) to the multitudes who would be attracted from San Francisco.

They decided to improve and extend street car lines, bringing outlying districts into the fold. The street car service would sell the land, as it had in the past; the land owners would support the car service. Eventually new light, water and power services would be in order.

To get his first right-of-way, Smith obtained control of the eccentric California and Nevada Railroad, a joyous little wood-burning line that huffed and puffed, rolled off the rails, set fire to grain fields and never got closer to its Nevada goal than the Bryant picnic grounds at Orinda.

THOSE were the days! Fishing was so good in the estuary, the sportsmen were undisturbed by the trolley crossing the High St. Bridge to Alameda.



STREET cars even carried the mail when the electric made neighbors out of Oakland and Hayward in 1892.



SOUTH on East 14th and Washington, showing San Leandro's Plaza from Davis St. in 1901. Washington was newly paved.

It took merrymakers from 40th out San Pablo Ave. to the town of San Pablo, up the valley to the Orinda of today.

Then, in July, 1893, Smith started picking up street car lines, one after another, merging them into one system and coordinating them with a mass real estate development, the Realty Syndicate. Late in 1901, the last big independent line, the Oakland, San Leandro and Haywards, was brought in and Smith realized his goal of one single street railway in the East Bay, the Oakland Transit Consolidated.

Now he could concentrate on development of transbay transportation.

Smith first planned an underwater tube to Yerba Buena Island—called Goat Island in those days. He wanted to use part of the island for a ferry terminal, but Congress balked the plan. He switched to a new scheme, a ferry train service under the name of the San Francisco, Oakland and San Jose Railway—forerunner of the Key System.

A trestle, $3\frac{1}{4}$ miles long, was built from the foot of Yerba Buena Avenue across Oakland tidelands to deep water. On October 26, 1903 (October is an auspicious month in East Bay transportation annals) an electric-powered train picked up a load of prominent citizens at Shattuck Ave. in Berkeley, and carted them to the end of the pier, for transfer to the ferry Yerba Buena and fair sailing to San Francisco.

The long dominant S. P. had competition.



AN EARLY trolley car waits for the Key Route electric to cross San Pablo and 40th St. in 1909. Santa Fe sign, near station, can be seen across the street.



AN EIGHT car train, one of the first used by the Key Route after service opened in 1903, gives Berkeley commuters a speedy, smooth ride to the new Key pier. Travel time between University Ave. and San Francisco was 35 minutes.



KEY ROUTE train and local trolley on Shattuck, looking north towards University Ave. in Berkeley in the early 1900's. The old Atcheson Hotel is at the left.



OCTOBER 26, 1903 opened a new commuting era. It was the first day of operations for the Key System. This four-car train, loaded with dignitaries, made the initial trip from Berkeley to the new Key pier, then boarded the ferry Yerba Buena for San Francisco.



NEW Key Route trestle was constructed in 1912 to the left of the original structure.

THE KEY pier in 1906, with cars of the San Francisco, Oakland and San Jose Railway—Key Route trains—waiting for their commuter load.



AN ORNATE terminal building greeted Key ferry passengers in 1921 as they landed and transferred to the train for remainder of their ride to the East Bay.



END of the Russell St. trolley line in Berkeley below the newly built Claremont Hotel. A freight car stands on a siding of the Key Route Claremont line near the future location of the Berkeley Tennis Club.



BROADWAY was still unpaved, but the Key Route Inn, built at 22nd and Broadway by F. M. "Borax" Smith, was among Oakland showplaces. The inn straddled the Key Route 22nd St. line.

Smith now turned his genius to expanding his local and interurban transportation system. He laid out branches from his main trunk line, branches that later became the basic structure of the Key System. He built the Key Route Inn on the 22nd St. line; the Claremont Hotel at the end of the 55th St. line; developed Piedmont Park for the 40th St. line and turned the old Ayalla Park in North Oakland into the Idora Park of fond memory—all for passenger revenue.

He steadily expanded until, in March, 1912, a sweeping merger combined all street railway transportation in Alameda County and Richmond into the San Francisco-Oakland Terminal Railways Company.



TROLLEY cars followed one another and parking places were in the usual premium in this early picture of 13th St., west from Webster in Oakland.



TWO CAR train of the Leona Heights Railroad discharges students, fittingly attired in the styles of 1910 at Mills College Seminary.



THIS was the era when roadsters were spiffy, Broadway wore buttons and street cars like this one took you for a clanking ride to town for shopping, then home again.

The names, it seems, grew longer with the miles.

The transbay lines, under the popular name of the Key Route—the cities of the East Bay at one end and the trestle and piers at the other giving the appearance of a “key”—flourished and prospered, as did local street car service.

Then the fabulous bubble of “Borax” Smith burst.

Not content with their transportation empire, Smith and Havens invaded the field of water, light and power and a grand scale real estate promotion stretching from Contra Costa County to the Gilroy valley.



STEAM trains were still running along Shattuck Ave. when this photo was taken at the Berkeley station shortly after turn of the century.

A giant holding firm, United Properties Company, formed in 1910 with a capital of \$200,000,000, soon grew topheavy and unmanageable as more corporations were absorbed. Several of the companies began losing money and conflicting ideas over management developed.

Within a year, Havens attempted to pull out, but Smith was unable to deliver his blocks of transportation stock which had been deposited for collateral on a number of loans. The vast structure, already weakened, tottered and, in 1913, finally collapsed, forcing Smith into bankruptcy.



STEAM local at Seventh and Broadway in 1911. Sandwiched between buildings at the right is the Southern Pacific station.



NORTH on Shattuck Ave. from Allston Way in 1876, a big year for the Village of Berkeley. It was the start of the Central Pacific's steam train and ferry service to San Francisco. The station was at right, beyond a brush-protected "swimming hole."

The unscrambling took years. From 1914 until 1923, the transportation system was managed under informal receivership. Then, on June 1, 1923, a new operating company, the Key System Transit Company, took over.

Smith's dream became an efficient, well-run actuality under the leadership of John S. Drum.

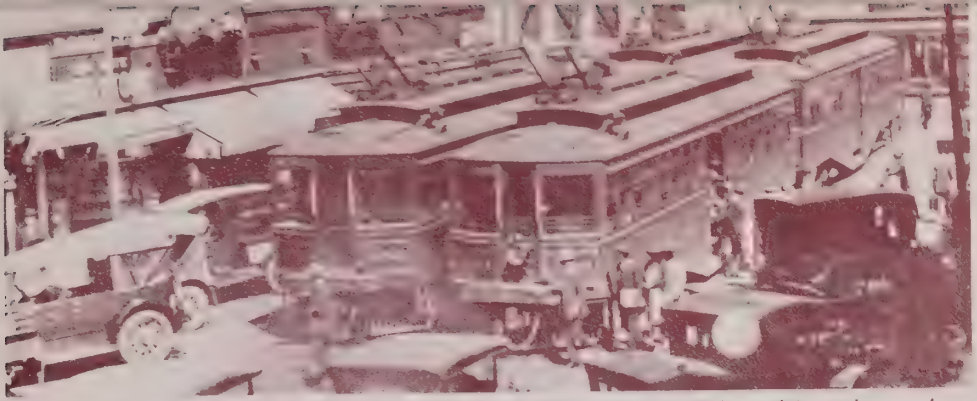
The company profited from the sale of tidelands, increases in fares, operation of one-man street cars. The program of progress continued under Alfred J. Lundberg, who took over as president in 1927.



HOW MANY remember the old Southern Pacific station on Franklin St. between 13th and 14th? The new City Hall nearing completion in the background sets the date of the picture at 1913. Small building in front of the new structure is the old city hall.

The name became plain Key System in 1935, then evolved into Key System Transit Lines when National City Lines purchased controlling interest in 1946. As far as the public was concerned, it was all orange over the years and that's what you rode if you wanted to move.

And what was the Southern Pacific doing all this time? For trains, from the initial days of "The Local," were an integral part of East Bay transportation.



THINK you have traffic problems now? This was the scene at 12th and Broadway about 1913 as the Key Route electrics and a passing street car bring early auto traffic to a halt.



FAMILIAR Southern Pacific red train waits for commuters at the ornate Alameda Pier before running its loop through Alameda.



REMEMBER the "red trains," which roared into Berkeley in 1911 to fulfill an S. P. promise to "girdle the city with electric trains?" Only this line which passed Shattuck and Vine was still running in 1939.

The Central Pacific had taken over the San Francisco and Oakland Railroad in 1869. The Oakland Mole, built on filled land from Oakland Point, was completed in 1881. Then the Southern Pacific took over Central Pacific in 1885.

The Webster St. bridge over the Estuary had been built in the mean time and in 1887, S.P. took over the South Pacific Coast Line and the operation of service into Alameda. In 1878, the S.P. reached out to Berkeley, via West Oakland, Shellmound Park, Stanford Ave., Adeline St. and Shattuck Ave.

BUSES have come a long way, too, since Pierce Arrow turned out this snazzy number in 1925 for the Excelsior run. This was one of the first buses to begin competition with the street car.



ONE of the early Key System buses shares street space with a trolley car at 58th and Telegraph in 1923.

KEY System street cars lined up at Alcatraz and Adeline in the 1920's, when this was the main connection from the Key Route trains to the University of California and the Greek Theater.



Then they rested on their rails for a quarter of a century, until Smith began to provide competition.

Smith's enterprises awoke the S.P. to the gold mine of interurban transportation. The railroad began expansion into interurban and street car systems that spread throughout California and into Oregon—the inspired answer to cities' transit problems.

By 1911, S.P. had switched from steam boilers to electric power. Faster equipment was in operation and a network of lines was laid out from San Leandro to Albany in fierce competition with the aggressive Smith system.



KEY System pier and ferry slip after fire of 1933.



NEW Key pier, rebuilt following the 1933 fire.

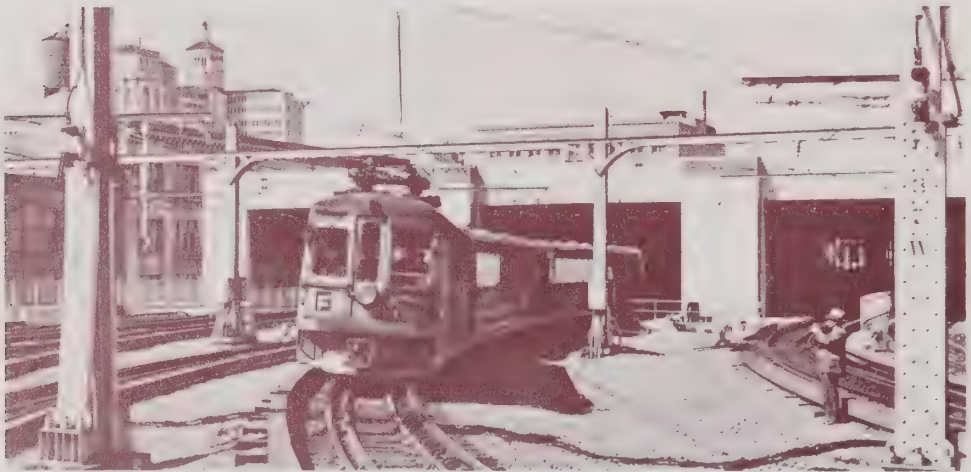


COMMUTERS moved from the ferries to the Bay Bridge in 1939, shortly after this Dutton Ave. train of the Southern Pacific made a test run across the bridge.

No one paid much attention at the time, but another competitor had entered the field, the automobile. But service was next-started by Key System in 1921 in Oakland's Montclair and Mills College districts.

As the Interurban Electric Railway, the S.P. joined with the Key System in January, 1939, in running trains over the new Bay Bridge. But financial losses were great and in 1941 the I.E.R. abandoned operations. The "red cars," known to thousands of commuters since 1911—all of whom had their favorite seats and guarded them jealously—were gone. Key System was alone in the field.

IT WAS a jovial crowd that jammed aboard the San Leandro for the last Key System ferry ride before inauguration of rail service on the Bay Bridge in January, 1939.



A FAMILIAR view to thousands of commuters, one of Key System's last transbay trains leaves the San Francisco terminal for the trip across the Bay Bridge. In this case, it's the F train, bound for Berkeley via Shattuck Ave., on its way to oblivion in 1958.

Then, in 1948. Old Dobbin, if he'd been around, would have had the last horse laugh. The electric street cars, which had put him out to pasture, were in turn sent to the barns, vanquished by buses that could get there easier, faster and cheaper.

But the autos, really, were in command. Traffic jammed the streets, strikes halted the transit wheels. In 1953, after a contract dispute closed down transportation for 76 days, a fed-up public turned to one possible permanent solution—a transportation system they would own, governed like a school district or a municipality.



THE LAST street car to make a scheduled run in the East Bay carries an appropriate destination sign—"cemetery." The car, No. 980, rumbled for the final time into the car barn at Second Ave. and Foothill Blvd. early on Nov. 28, 1948—sent to the graveyard by the greater speed and economy of buses.

THESE were happy, prosperous days for the Key System if not for impatient riders. It was late in World War II, and patrons were struggling to get aboard the crowded trains. Both look a trifle tired.



It took months of studies; then a law was passed by the State Legislature permitting the public to set up the Alameda-Contra Costa Transit District. Experts went to work planning a program that would solve the transit situation, a program based on faster, more comfortable and more efficient service.

A \$16,500,000 bond issue, voted in October, 1959, provided funds to buy the Key System lines and to get the new transit district rolling on a pay-as-you-go basis. In the following May, agreement was reached with Key System on a \$7,500,000 price tag for their entire facilities. In June, Western Contra Costa County voted to annex to the district.

And now, in another October, the district is in business, rolling a transit system that would be admired by the visionaries of the past.



BRIGHT fluorescent lights will run the entire length of the attractively painted ceiling panels.



ENTRANCE steps on the new "Transit Liners" will be lower, closer to the ground for added passenger convenience.



SHINY aluminum panels will brighten modern design of bus exterior with a silvery hue.

In 1901, Smith was king over some 75 miles of track. A C Transit will operate service in excess of 700 miles. When the first shipment of modern, air-conditioned, "Transit Liners" rolls into action in December, the riders of today will discover unthought of luxury—a new view, even, through "picture windows."

Wouldn't "Borax" Smith and the other empire builders be astonished, if not amazed, by today's improvements in mass transportation? An eventual fleet of 572 coaches which will send the old style buses, like the outdated horse and electrics, to the limbo of oblivion.



LARGE, forward slanting "picture windows" will afford greater outside vistas and brighter daytime illumination. Wide seats will give increased space for relaxed travel.



PUSH-TYPE doors, another new innovation, will provide added safety with convenient holding bar while stepping from bus.

ENTIRE FLEET of "Transit Liners" will come equipped with new air-cushion suspension, assuring a smooth ride free of pavement vibrations.



There will be service on 73 lines, 65 miles of new rapid inter-city express lines, 55 miles of new local lines. There will be more frequent schedules, faster service, modern terminals to please the passenger, greater speed, tighter schedules.

And soon to come with the future, (oh, shades of the past,) is an inter-urban system of high-speed travel undreamed of in the minds of movers nearly a century ago.

Just as the convenience of the private auto once dimmed the utility of public transportation, new improvements in mass transit today are being developed to vanquish the crowded monopoly of the car.

The beginning of a new cycle is at hand—the beginning of a new era in public transit.

HISTORY'S TIMETABLE OF EAST BAY TRANSPORTATION

- 1863**—First train-ferry service between Oakland and San Francisco started Sept. 2, on Seventh St. between Broadway and Oakland Point.
- 1869**—On Oct. 30, first East Bay horse car, operated by the Oakland Railroad Company, leaves First St. and Broadway for a trot out Telegraph Ave. to approximately 36th St.
- 1871**—Second horse car line started on San Pablo Ave. between First St. and Broadway, and Park Ave., followed by additional companies extending service into other outlying areas.
- 1875**—The horse car is too slow; a steam dummy begins pulling the cars out Telegraph Ave., between Temescal and Berkeley.
- 1878**—Southern Pacific completes expansion of steam train service into Alameda and Berkeley, with transbay connections to the Seventh St. "Local" and ferries.
- 1886**—First cable car goes into operation in November on San Pablo Ave., from a turntable at Seventh St. and Broadway to the end of the line in Emeryville.
- 1890**—Cable car service is extended in August through downtown Oakland and into Piedmont by the Piedmont Consolidated Cable Company.
- 1891**—On May 12, the Oakland Consolidated Street Railway operates the first electric street car from Second and Franklin Sts., out Grove St. to Berkeley. Other lines begin conversion to electricity.
- 1892**—New territory is opened and an unending boom started on May 7 when the Oakland, San Leandro and Haywards electric line begins operation.
- 1893**—Empire builder Francis Marion "Borax" Smith begins vast program of acquiring and consolidating street car lines into one united system.
- 1899**—Cable line on San Pablo Ave. converted to electric power.
- 1901**—All East Bay street car operations come under Smith's control, as Oakland Transit Consolidated, with final acquisition of the Oakland, San Leandro and Haywards line.
- 1903**—First Key Route electric train runs from Berkeley to the new Key pier on Oct. 26 as Smith's dream of fast train-ferry service to San Francisco goes into operation.

- 1909**—Last horse car in Alameda County is abandoned from service between Castro St. and the Southern Pacific depot in Hayward.
- 1911**—Southern Pacific, awakened by Key competition and expansion, completes change-over from steam to electric power, and begins acquiring a network of interurban and street car lines that spreads throughout the State.
- 1913**—Smith's empire topples, and the Key Route goes into informal receivership for nine years.
- 1918**—Transbay cash fares increase from 10 to 11 cents, and local fares, from 5 to 6 cents.
- 1921**—Key System's first bus begins service May 16 in the vicinity of Mills College.
- 1930**—One-man street car operation begins March 19 on the College Ave. Berkeley line during off-peak evening hours.
- 1939**—Interurban trains operated by Key System and Southern Pacific routed across new Bay Bridge on Jan. 15, ending long era of ferry boat commuting.
- 1941**—Southern Pacific abandons interurban operations after nearly 78 years of East Bay service.
- 1946**—National City Lines gains control of Key System.
- 1948**—Last electric street car lines converted to motor coaches on Nov. 28.
- 1953**—Longest transit strike in East Bay history shuts down Key System for 76 days.
- 1955**—The State Legislature passes a bill permitting creation of a public agency to operate transit services.
- 1956**—Citizens in Alameda and Contra Costa counties vote Nov. 6 to establish the Alameda-Contra Costa Transit District.
- 1958**—Remaining interurban train service between East Bay and San Francisco abandoned by Key System and replaced by motor coach operation April 20.
- 1959**—Voters approve a \$16,500,000 bond issue on Oct. 20 to buy equipment for the new transit district.
- 1960**—A C Transit acquires the Key System and begins transit operations under public ownership Oct. 1.



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For the Good of Your Community

Vol. 3 No. 6

OAKLAND, OCTOBER 1960

AC Transit Takes Over Key System; First of New Service Begins Oct. 23

The Alameda-Contra Costa Transit District rolled smoothly into operation this month, ending nearly a century of privately-owned transit in the East Bay.

The change-over, from the long reign of Key System Transit Lines and predecessor companies to a publicly-owned system, went off without a hitch.

As far as the public was concerned, the only immediate difference was in signs and symbols. Greeting cards welcomed riders aboard buses and told them they were riding with AC Transit. The familiar Key System symbol was covered over by the emblem of the district and the buses sent out on their usual routes, with their usual drivers.

The take-over cleared the way for a \$16,500,000 improvement program that ranges from an immediate drop in fares for children to establishment of new service and acquisition of 250 new city and suburban "Transit Liners."

"Transit Liners" on the Way

The first 40 of the new buses—all air-conditioned—will arrive in December, and the remainder will be delivered beginning in February through next June.

Symbolically, change-over day was a milestone for the 1,000,000 residents of the East Bay. It was 97 years ago, in 1863, that public transit made its first appearance, a steam train that took passengers from Seventh and Broadway to

Oakland Point and ferry connections to San Francisco. In the years since, the East Bay has sampled horse cars, steam dummies, cable cars, the first trolleys, the more advanced electrics and the evolution of the bus.

In taking over operation of their own transit system, the public can expect a vastly improved system that will affect more than 300 miles of transit lines in the next few months.

Richmond and Western Contra Costa County will be among the first to benefit. New service will be established in a number of residential areas, tentatively set for October 23.

New Service Ready

As a result, some outlying districts will get their first bus transportation. Residents will have direct service to downtown business areas and to outlying shopping centers. Efficient commute service also will be provided.

Other areas can expect needed new routes, line extensions and more frequent service, with noticeable improvements as soon as new equipment wheels into operation.

Five new express routes will link cities between Richmond and Decoto beginning next February; 55 miles of new local lines also will be established in the months ahead.



CHANGE OF OWNERSHIP—Two checks totaling \$7,500,000 are handed to Glen L. Stanley, left, president of Key System Transit Lines, by John R. Worthington, AC Transit general manager, in payment for district's purchase of the private company. Looking on at civic luncheon honoring transfer is Edgar L. Buttner, right, president of Oakland Chamber of Commerce which sponsored civic event.

Civic Leaders Witness Key Payment

The end of one transportation era and the beginning of another was completed at an East Bay civic luncheon where AC Transit handed \$7,500,000 over to Key System Transit Lines in payment for its properties.

The payment, representing a major advancement towards assuring the area's future growth and development, was witnessed by some 150 city and county officials, state legislators and business leaders.

With the financial transaction, the Key System went out of business and a publicly-owned transportation system was put into operation, on the note of a "better, all-around operation."

John R. Worthington, general manager of the district, made the presentation in two checks to a nostalgic Glen L. Stanley, Key president, at the noon-time gathering at the Athens Club in Oakland.

One check, for \$6,915,885, went to Bay Area Public Service Corp., as the holding company, and the other, for \$584,115, to Key System, as operating company, for the total \$7,500,000 agreed on after several months of negotiations.

Worthington told the assembled group that not only had the district purchased Key facilities at a "fair price," it had obtained "an excellent operating staff, 1300 of them. There can be no physical value placed on their worth—they are invaluable in conducting our business."

He added that the district was entering the field at an opportune time, while bus transportation was on the upswing. He concluded with the promise the district will ultimately furnish the "finest public transit service in the nation."

The luncheon was arranged by the Oakland Chamber of Commerce as part of the area's observance of the take-over.

What the Editors Are Saying About Transit

Oakland Tribune:

A New Era Seen in East Bay Transit

SATURDAY marks a new and hopefully better era in the history of transportation in Alameda and Contra Costa counties.

At one minute past Friday midnight, the Alameda-Contra Costa Transit District—to be called AC Transit for short—takes over the Key System.

The historic changeover ends 97 years of various private ownerships and types of transport ranging from horse cars to diesel buses.

Saturday will mark the first day that the public has ever owned and operated its own transportation system in Metropolitan Oakland. The voters passed the bond measure necessary to buy out Key System on the recognition that fast transit is vital to the area. They judged it a public service that must be maintained, despite its costly initiation.

The public has high hopes of improved service, based on the engineering recommendations and studies ordered by the new transit district's elected board of directors.

LOWER FARES

Fares will remain the same, except for immediate cuts to a 10-cent straight tariff for children under 13, who now pay adult fares of 25 cents plus zone charges.

East Bay voters created the new transit district in 1956. In 1959 they approved a bond issue of \$16,500,000 to finance the operation—out of which sum will come \$7,500,000 to pay Key System for its yards, buses and holdings. A fleet of 250

new "Transit Liners" has been ordered at a cost of \$7,700,000.

Directors of the district, however, have promised that revenues from passenger fares will be sufficient to retire the bonds, principal and interest.

While deliveries of the new buses will not begin until December—and completed by June—passengers can expect improvement of service soon.

Among the improvements planned are new express lines and new local lines into residential areas not now served by the Key System. Also more frequent service is planned on existing lines.

LABOR PEACE

The changeover from Key to AC Transit is expected to be smooth. All Key System workers have job protection and will work for the new district.

The new district will operate under a law providing for voluntary arbitration of any unresolved labor disputes, thus providing some guarantee against turbulence, which in 1953 led to a 76-day strike.

The seven elected directors of the new district face a tremendous task. They have promised improved service at existing fares without a tax levy to pay off the bonds. The public has given them the tools and the money. Now it is up to the management to carry out this mandate.

But even though the public has provided the means, it also faces a further responsibility. It must support this new service to its fullest extent. After all, the public has an investment to protect.



FIRST CALL—Switchboard operator Elzada Malinak greets first caller after midnight change-over, with a friendly, "Good morning, AC Transit."



NEW ORDERS—First bulletin issued by AC Transit upon commencing operations is handed to driver Guy R. Foster by Genral Manager John R. Worthington.

Ceremonies Roll First AC Transit Buses

Formal launching ceremonies, complete with champagne for the "prow" of a bus, sent AC Transit into operation this month on schedule.

The ceremonies were held at the Emeryville yards and served to get the buses rolling in a change-over that went as "smooth as silk," according to veteran Dispatcher R. E. Hawes.

Mrs. Robert K. Barber of Kensington,

wife of the president of the transit district board, struck a bottle of champagne over the bumper of the first bus out of the Emeryville section, on a symbolic Treasure Island run.

John R. Worthington, district general manager, sent out driver Guy R. Foster with best wishes and the hope his first trip for the district would be "as successful as we believe the district will be in pro-



READY TO ROLL — Crowd of well-wishers wave as first bus flying AC Transit banner leaves Emeryville yards for Treasure Island.



WET LAUNCHING — Bottle of champagne is struck over bumper of AC Transit bus by Mrs. Robert K. Barber, wife of AC board president.



FIRST RIDER—Martin Huff, Oakland auditor-controller and transit enthusiast, drops first fare into AC Transit fare box as driver Guy R. Foster looks on.

viding the best possible transportation at the least possible cost.”

The first revenue passenger on the initial run was Martin Huff, auditor-controller for the City of Oakland and a transportation enthusiast.

First bus to roll under the new district banner got away from the Division Four yard at Seminary and San Leandro Bou-

levard just over the wire, at 12:01 a.m. It was driven by Edward G. Courant, former trainman, who has been with Key since 1946.

The first Division Three bus, on the No. 72 line, left the Richmond yard at 21st and Macdonald at 12:45 a.m., putting all divisions into operation within an hour after the official take-over time.

District, Union Draft New Labor Contract

Drivers to Receive 29-cent Wage Increase Over Two-year Period, Improved Working Conditions and Other Benefits

The basis for a new contract agreement, that will give transit district workers a wage boost and other benefits over a 25-month period, was approved this month by the district board of directors.

The proposals will cost the district \$611,977 the first year and another \$526,373 the second year, but can be financed from existing fares and tax incomes, according to John R. Worthington, AC Transit general manager.

The tentative settlement, designed to bring a long period of labor peace and stability to East Bay transit operations, was reached after six weeks of informal talks with officials of Carmen's Union.

The contract proposals, which also carry the recommendation of union spokesmen, are to be presented to the 1,100 membership of the union local for a referendum vote, tentatively October 20.

The two-step wage hike would give some 875 bus drivers a 29-cent hourly

increase over the period, with comparative boosts for most other classifications.

It also provides for increased health and welfare benefits, recognizes Washington's birthday as an additional holiday and liberalizes vacations.

Under the agreement, bus drivers would get a 6.25 per cent pay boost the first of next month, raising their salaries from \$2.40 to \$2.55 an hour. They would receive another 5.5 per cent raise December 1, 1961, increasing wages 14 cents to \$2.69.

Other employees, with the exception of top mechanics, would get the same percentage boost. Class A mechanics would get 32 cents an hour hike November 1 and 14 cents a year later, bringing their hourly rate to \$3.14, as of December 1, 1961.

The settlement, which would extend to November 30, 1962, was cited by both district and union representatives as "fair and equitable" and was held indicative of the cooperative labor relations that will prevail with AC Transit.

Worthington said he was hopeful that the settlement would bring "labor stability" as well as "substantial economies" by reducing labor turn-over.

"With this contract, we are closely approaching parity with other California transit systems, which is a necessity if the district is to attract high-quality personnel and reduce labor turn-over, a serious factor in wage costs," he pointed out.

F. Vern Stambaugh, union president, told the transit board of directors that as result of "fairness and cooperation shown by the district we will do our utmost to give our full cooperation and effort in providing the finest transportation system in the nation."

New Transit Route Map Now Available

Transit riders can not only see how to get to their destination, they also can get some ideas on where to go sight-seeing through new route maps now available.

The gaily-colored maps, with informal illustrations, show the streets on which district lines operate, along with 45 points of interest, ranging from the Alameda beaches to Woodminster Amphitheater.

The folder, entitled "A Guide for Going Places on AC Transit," has an area map on one side and a Downtown Oakland detail map, with information on "places to go," on the other side.

Copies can be obtained at 1106 Broadway, Oakland.

Transit Fares for Children in East Bay Cut to 10 Cents, Zone Charges Dropped

Children under 13 are riding for a dime anywhere in the East Bay on Alameda-Contra Costa Transit District lines, as result of one of the first public services inaugurated this month after take over from Key System.

Under Key, children paid adult cash fares of 25 cents, plus additional zone charges, a price that added up to substantial sums for many a parent.

One-way fare for children riding between the East Bay central zone and San Francisco is 20 cents. Travel from Zones 2 and 3 is an additional 5 cents.

The new schedule, which went into ef-

fect at take-over time, will make it easier and cheaper for mothers, particularly, to take the youngsters with them shopping.

Also in the department of the younger generation, the District inaugurated an "emergency" school bus service October 3 to serve four East Oakland schools.

The new line, first to be started by the district, was hastily put together to take care of youngsters who were left at the start of the new school year without means of reaching Grass Valley Elementary School, King Estates Junior High School, Bishop O'Dowd High School and Castlemont High School.

Eight Seek Election to District Board

Eight candidates, including three incumbents, will be seeking election to the Board of Directors of AC Transit District on the November 8 general election ballot.

The surprise action of Incumbent J. Howard Arnold of Albany in dropping out of the race for re-election to Ward 2 and instead running for director at large leaves William Berk of Richmond unopposed for the ward representing El Cerrito, Kensington, Richmond, San Pablo, El Sobrante and Albany.

Berk, only candidate whose election is assured, is a Richmond business executive and community leader.

Arnold will be opposing Robert K. Barber of Kensington, president of the transit board of directors and a director-at-large.

Other candidates in the director-at-large race include George H. Adams of Oakland, a Southern Pacific engineer, and Leo Baum of Oakland, owner of a downtown Oakland pharmacy.

A contest in Ward 1 will see the in-

cumbent, William H. Coburn, Jr., Berkeley attorney, opposed by Leo W. Brown of Berkeley, a mechanic, and Jack Gibbons of Oakland, a research consultant.

Board Adopts \$10,106,000 Operating Estimate, Sets Up Workers' Jobs and Wages

The Board of Directors of AC Transit adopted a \$10,106,000 operating estimate for the remainder of the fiscal year and created 109 job classifications.

The operating estimate was set on basis of \$8,780,000 expected from revenue, as well as tax proceeds and other income, including interest on invested bonds.

An estimated surplus of \$1,471,000 is anticipated for purposes of establishing a continuing fund guaranteeing availability of money for payment of bond interest and retirement each year as they become due.

The Board, in establishing 109 job classifications and corresponding salary rates, continued the schedule maintained by Key System Transit Lines. The classifications amount to a monthly payroll of \$619,200.

ACTIONS OF THE BOARD

At an adjourned regular meeting September 28, 1960, the Board of Directors:

- Authorized the General Manager to conclude execution of agreement for purchase of Key System Transit Lines, on motion of Director Coburn.

- Approved statement of operating estimates for remainder of fiscal year, setting budget at \$10,106,000, on motion of Director McDonnell.

- Established 109 job classifications and corresponding salary rates as required to employ Key System personnel and commence district operation, on motion of Vice President Bettencourt.

- Adopted Passenger Tariff No. 1, retaining fares charged by Key System, except for children, in which case fares were reduced, on motion of Director Coburn.

- Approved procedure for investment, deposit and withdrawal of district funds, on motion of Director Coburn.

* * *

At the regular meeting October 5, 1960, the Board of Directors:

- Adopted recommendations of General Manager concerning proposals for a two-year labor contract negotiated by representatives of the district and Division 192 of the Carmen's Union, on motion of Director Copeland.

- Authorized President Barber to attend the annual meeting of the American Transit Association in Philadelphia, on motion of Vice President Bettencourt.

TRANSIT TIMES

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Alan L. Bingham, Editor

BOARD OF DIRECTORS

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Director at Large	
WM. J. BETTENCOURT	Vice President
Ward IV	
ROBERT M. COPELAND	Director at Large
WILLIAM H. COBURN, JR.	Ward I
J. HOWARD ARNOLD	Ward II
JOHN McDONNELL	Ward III
PAUL E. DEADRICH	Ward V

ADMINISTRATIVE OFFICERS

JOHN R. WORTHINGTON	General Manager
ROBERT E. NISBET	Attorney
JOHN F. LARSON	Treasurer--Controller
GEORGE M. TAYLOR	Secretary



- Approved change of official district address to 1106 Broadway, Oakland, on motion of Director Coburn.

Patronage Climbs on New Freeway Express Bus Line

FORT WORTH—Time-saving, air-cooled express bus service established into downtown Fort Worth recorded a 50 per cent increase in patronage during the second week of operation.

The freeway express service, according to officials of the Fort Worth Transit Company, is expected to show further gains as additional area residents learn of the new service.

TRANSIT TIMES

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Vol. 3 No. 7

OAKLAND, NOVEMBER 1960



Robert K. Barber



William E. Berk



William H. Coburn, Jr.

Berk Will Represent Richmond Area On Transit Board; Arnold Defeated

William E. Berk, Richmond businessman and civic leader, was elected to the transit district board of directors this month as ward representative of Western Contra Costa County.

Voters also returned to office Robert K. Barber of Kensington and William H. Coburn, Jr. of Berkeley by sizeable majorities.

Berk, who was unopposed in his bid for election, will represent Albany, El Cerrito, Kensington, Richmond, San Pablo and adjacent unincorporated area including El Sobrante.

His election as director of Ward II was assured when the incumbent, J. Howard Arnold of Albany, switched at the last moment and sought election as director-

at-large. Arnold, however, was defeated by Barber, the incumbent director-at-large who currently is president of the board of directors.

Coburn, a Berkeley attorney, represents Berkeley, Emeryville and West Oakland on the board of directors.

Complete unofficial returns from the Nov. 8 election were as follows:

At Large

Robert K. Barber	122,155
Leo Baum	80,187
George H. Adams	61,144
J. Howard Arnold	37,316

Ward I

William H. Coburn, Jr. . . .	36,230
Leo W. Brown	12,694
Jack Gibbons	7,997



FACE LIFTING—First of the motor coaches formerly belonging to Key System Transit Lines, No. 1710, is treated with new district colors by Painters Robert A. Epperhart, left, and Leslie Phillips. Inspecting initial work on long range modernization program are J. B. Rice, left, maintenance manager, and E. A. Towers, general superintendent of maintenance.

Former Key Buses Modernized, Painted

The East Bay got its first look this month at the first steps toward new and improved service promised by AC Transit as modernized and repainted buses started moving into service.

Most of the diesel equipment formerly belonging to Key System Transit Lines is undergoing the transformation, which includes a new paint job of the inside and change-over to the colors of the district on the outside.

The color scheme, which sends the long familiar yellow and green of Key System into oblivion, will closely match the new streamlined "Transit Liners" which will start arriving in December.

Working with spray guns, maintenance

crews at the three division yards of the district are turning out three to five bright looking buses each week.

Roofs and sides of the buses are being repainted white to below the window line. At that point, a 10-inch stripe of Tahoe turquoise separates the white and the metallic silver color of the body. Below the silver is another stripe, 12 inches wide, of turquoise.

The front and rear of the buses are painted in white and turquoise with a stripe of persimmon orange.

In the interior, ceilings are being painted white and either sunshine yellow or light green, while the rest of the bus is finished in shades of green or beige.

What the Editors Are Saying About Transit

San Leandro Morning News:

Vastly Improved Public Transit Expected

ON SATURDAY morning a \$16,500,000 East Bay transit improvement program will begin to roll when the Alameda-Contra Costa Transit District begins operation of a publicly-owned transportation system.

The Key System Transit Lines ceases to exist as the company operating transit service in the East Bay and across the Bridge to San Francisco.

The people, through the two county district, will take over the operation of their own transit system. The people will have every right to expect to get a far superior transit system.

The directors of the transit district—including San Leandro's Bill Bettencourt—deserve the thanks of the public for the expeditious manner in which they have tackled this bothersome problem. None of the directors is a transit man, but they have—in four years—taken on the problem of better public transportation for this area, and with determination, have guided it to this historic hour.

With the passing of the Key System, the transportation future of the East Bay cities takes on a new look. Brand new buses of a modern design—\$7,700,000 worth—have been ordered, and many will soon be rolling into service. The two county district promises new routes, some into areas heretofore neglected.

It can be expected that the public will demand improvements in service, shorter intervals between buses, faster running times, and more courteous drivers.

At the same time, the new transit system will no doubt expect the public to be good patrons. For new equipment and

improved services will be for naught, unless near-empty buses are filled to near capacity.

John R. Worthington, general manager of the two county system, said that in other cities where new equipment has been used, ridership has increased as much as 300 per cent, while other lines in the same city, using the same old equipment, continued to show declining patronage.

One thing seems to be certain. The people who created, by vote, the two county transit system want the district to be operated on a business-like basis while mindful of the vital community function it performs. With reasonable public support the system can be self-sustaining.

The future of East Bay public transportation appears to be bright. Indeed, it can be hoped that the East Bay transit district can become the world's finest metropolitan transit system.

Express Lines to Race Track Voted

Special express service direct to Golden Gate Fields in Albany was established this month with the opening of fall racing season.

The "Race Track Express" carries fans from the Transbay Transit Terminal in San Francisco to the track grandstand in 20 minutes. Buses leave the terminal at frequent intervals.

Another special, Line 94, operates to the track from University and Shattuck Aves. in Berkeley.

Worthington Names Managers

Departmental appointments, covering principal phases of AC Transit operations, were announced this month by John R. Worthington, general manager.

The schedule includes:

Attorney

Robert E. Nisbet, attorney, will handle all district legal matters, except those dealing with accident claims and related incidents.



Robert E. Nisbet

Secretary-Administrative Assistant

George M. Taylor, board secretary and administrative assistant. His duties, such as normally discharged by the secretary of a corporate body, include keeping of records, minutes and other detail, assisting the general manager in administration.



George M. Taylor

Operations and Traffic

Kenneth F. Hensel, operations manager, as head of the department, has full responsibility for all operating functions.

Donald J. Potter will continue present responsibilities as general superintendent of the department, under direction of the operations manager.

E. Sam Davis will continue as traffic engineer in charge of traffic and schedule department, will also assume charge of PBX information services and lost property.



Kenneth F. Hensel

H. D. White, transportation analyst, will conduct special studies and supervisory assignments, as determined by the operations manager.

Public Information

Alan L. Bingham, public information manager, will be in charge of the district's information and public relations program. He also will execute other duties assigned by the general manager.



Alan L. Bingham

Engineering and Safety

G. G. Wadsworth, safety engineer and engineering assistant to the general manager, will be responsible for the district's safety program and activities. He also will supervise such engineering programs as may be directed by the general manager.



G. G. Wadsworth

Treasurer-Controller

John F. Larson, treasurer-controller, has full responsibility for the treasury and accounting departments.

W. G. Skilling, assistant treasurer, will have immediate supervision of the treasurer's office, under the treasurer-controller.

A. deSpiganovicz, assistant to the controller, will assist the treasurer-controller in such duties as assigned to him.



John F. Larson

C. V. Warfield, head accountant, is to

of Major District Departments

have charge of the accounting department, reporting to the treasurer-controller.

J. T. Stockman, head of data processing, will be in charge of the IBM installations and other data processing equipment, its functions and personnel, under direction of the treasurer-controller.

Personnel

Harold M. Davis, personnel manager, will have charge of all personnel functions, exclusive of direction and discipline. He will supervise employee recruitment, employee training program, handling of industrial and employee relations,

maintenance of employee personnel records. His duties also include supervision of building maintenance department and other duties, as may be assigned by the general manager.

Martin Reite, employment supervisor, will be

in charge of employment, at direction of personnel manager.

Maintenance and Equipment

J. B. Rice, maintenance manager, will have responsibility for all aspects of equipment maintenance.

E. A. Towers, general superintendent of maintenance, will assist in general supervision, with specific responsibility for direction of Division 2.



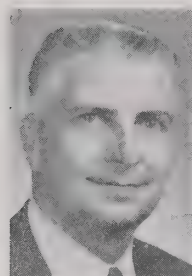
J. B. Rice

Purchasing and Stores

Howard D. Beebe, director of purchasing and stores, will be responsible for procurement of materials and supplies, and for storage and distribution.



Howard D. Beebe



Harold M. Davis

Model Display in Bank Lobbies Gives Passengers Preview of New Equipment

A miniature display of the streamlined "Transit Liners" soon to be operated by AC Transit is making the rounds of East Bay bank lobbies, giving passengers a preview of what the new buses will look like.

The display includes two scale models of the 250 luxurious buses ordered by the district and slated to start rolling in service in December.

Adding to the authentic look are the tiny figures of passengers, about to climb

aboard. The display is set against a painted suburban background.

The models, complete to the AC Transit emblem, are in district colors of white, metallic silver, Tahoe turquoise and persimmon orange.

The display was shown first at the Bank of Commerce and the First Western Bank in Oakland, then was scheduled to move for weekly visits to Richmond, Alameda, Berkeley, Hayward, San Leandro and back to Oakland.

Public Welcomes Neighborhood Transit Service in Western Contra Costa County

AC Transit found smooth rolling and a warm welcome in Western Contra Costa County this month following inauguration of its first network of new and improved services, according to a report by John R. Worthington, district general manager.

New routes and line extensions, put into operation October 23 and 24, gave some areas their first bus transportation.



NEW TIMETABLES — AC Transit hostess Ann Castle, left, hands timetable and route map of new Western Contra Costa transit service to Mrs. Maude Russell of Fairmount Ave., El Cerrito. Miss Castle called on housewives in vicinity of new transit lines to acquaint them with details of expanded service.

For other sections, such as El Sobrante, it meant more frequent and faster service.

Passenger revenues, after a slow beginning, have started to pick up, Worthington said. But it has been the public's reaction that surprised drivers and company personnel, he said.

"Residents came out on the street the

first few days to wave at the buses as they went by. Passengers have gone out of their way to tell drivers how glad they are to see them—and the new service.

"We've had letters and calls by the dozens. Everybody seems to feel a personal interest, and appreciation for the service."

Generally, the new service ties outlying hill residential areas to downtown Richmond and to the El Cerrito shopping center, giving housewives easy access to shopping facilities.

Virtually all public and private schools in the area have been brought within walking distance of public transit, including Contra Costa Junior College. Recreation areas and other points of interest, also have been made accessible to the entire area by public transit.

Service Outlined

New service and extensions include Line 78, now giving Parchester Village its first transit connection with downtown Richmond and San Pablo.

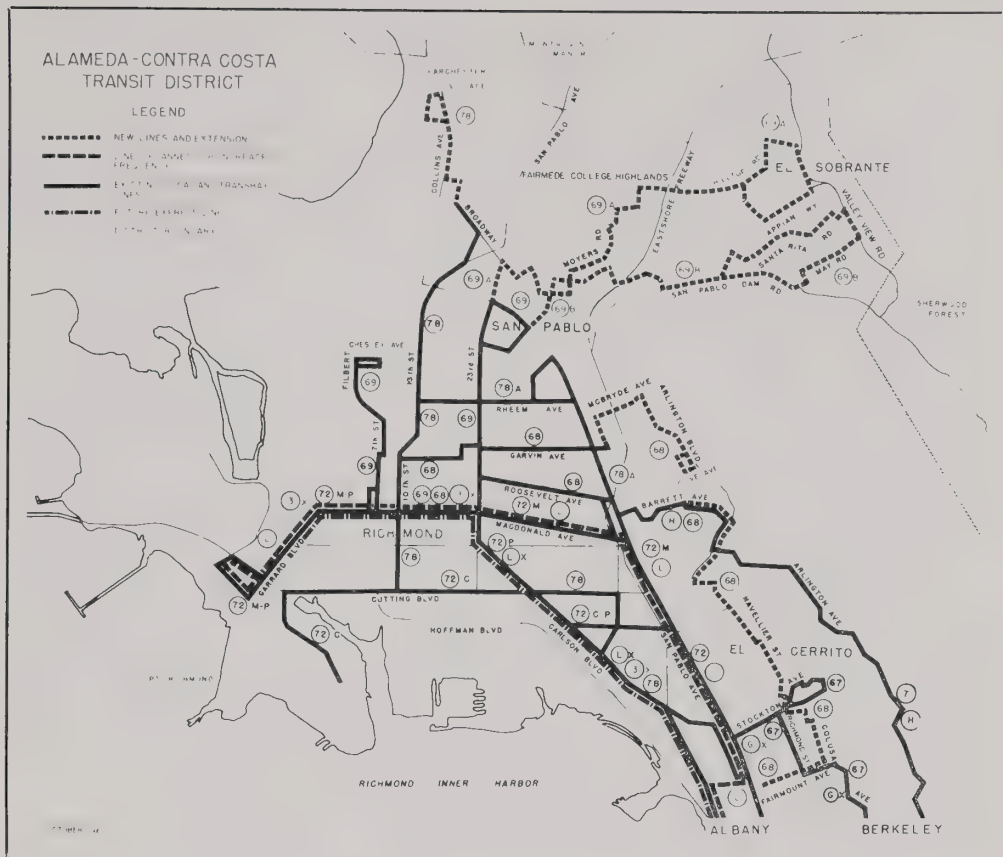
Line 69-A is serving residential areas of Fairmede College Highlands, Hilltop, Moyers and Manor Roads and the junior college on a 40 minute schedule.

El Sobrante and De Anza Whitecliff residents received improved service through the similar 40 minute headway of Line 69-B.

East Richmond Heights in the vicinity of Arlington Blvd. as far south as Olive St. is now served by an extension of Line 68.

The Barrett Ave. branch of the 68 line, operating through the El Cerrito hill area east of San Pablo Ave., terminates at the north entrance to Capwell's in the El Cerrito Plaza.

Service is provided every 30 minutes during daytime hours on both branches of the 68 line.



Hostess Tells Residents About Service

Along with getting new and better service, Western Contra Costa County got a special touch from AC Transit—a hostess who personally acquainted residents with the improvements.

Iona Castlebary, former bus driver, paid calls at nearly 3,000 homes before the new service started.

She presented residents with a time table of the line serving their area, a route map and a letter of greeting from John R. Worthington, district general manager, and a civic official of the community involved.

As a welcoming committee of one, Mrs. Castlebary found residents enthusiastic

and friendly and glad to hear about the transit improvements in their area.

The home call was programmed as an extra gesture to help new customers learn about the district's plans to improve transit comfort and convenience.

Mrs. Castlebary previously worked as a street car operator for Key System Transit Lines between 1944 and 1948, then became a bus operator, working with the crew of other women bus operators until March, 1959.

As hostess, she used the district-chosen name of "Ann Castle"—a name the district plans to use widely in its future promotional programs.



TRANSIT STUDY—Discussing possible changes in proposed neighborhood transit routes in Hayward area are, left to right, Roger Anderson, Hayward Chamber of Commerce general manager; Robert Keyes, Hayward assistant planner; Robert Crommelin, Hayward traffic engineer, and J. R. Worthington, AC Transit manager.

New Hayward Transit Routes Planned

A joint study is underway to determine if a proposed network of transit lines in Hayward is properly located or should be changed to better serve the rapidly expanding area.

The study was agreed upon at a recent meeting of representatives from the City of Hayward, Hayward Chamber of Commerce and AC Transit.

In support of the study, John R. Worthington, district general manager, pointed out that new bus routes would be inaugurated as soon as equipment is available next April or May.

Four neighborhood lines extending from downtown Hayward into the southwest portion of the city and into San Lorenzo Village were recommended a

year ago by engineering consultants engaged by the district.

The discussion brought one suggestion from Robert W. Crommelin, Hayward city traffic engineer, that greater use be made of the city's major street system, such as Winton Ave., Harder Rd., and Tennyson Rd.

The possibility of improving connections between local neighborhood lines and the proposed new direct express service between Decoto and Oakland also was considered.

Worthington said a \$200,000 equipment storage terminal in Hayward is planned, though the terminal will not be needed until after the new service is in operation.

People Lose the Darnedest Things

Lost Property Clerk Gets Everything From Turtle Heads to Sleeping Bags

By Virginia Dennison

People lose some amazing things on buses—like false teeth, petrified sea turtle heads and a burlesque queen costume.

Mrs. Martha Nielsen, lost property clerk for AC Transit at Emeryville Division headquarters, 45th and San Pablo Aves., is hardly ever surprised any more. But she has learned to be cautious about putting her hand in paper sacks.

Ever since the time she pulled out a shrunken head by its long stringy hair. The head turned out to be manufactured, rather than the real thing, but the effect was the same. Now she peeks first.

Walking Almanac

After serving four years in lost and found for Key System Transit Lines, Mrs. Nielsen is like an almanac. She can tell the past weather at a glance, by the number of umbrellas left on buses on certain days.

But it's the odd things she remembers best, like the large turtle head, reclaimed by Dispatcher Ed Blake when he was a bus driver. He took it home for the kids to play with, but plans to check one of these days to see if the petrified monster is a museum piece.

Mrs. Nielsen's "collection" includes a sleeping bag and Coleman stove, lost separately (she's waiting for the tent), a trombone, and a fancy pair of topaz cuff links, big as headlights.

She's also had custody of an anchor chain, a roll of barbed wire and a pair of glasses with a built-in hearing aid.

If the items are unclaimed after 30 days (longer if they are valuable) and Mrs.



Martha Nielsen

and another lost purse

Nielsen cannot locate the owner, the bus operator can put in a claim.

Unusual Request

The interest of drivers sometimes puzzles Mrs. Nielsen as much as how people can lose the things they do. She still wonders, for example, why a driver asked for—and eventually received—the costume, complete with upper rosettes, lost on a bus by an unknown burlesque queen.

Though she has never found out the answer, Mrs. Nielsen is little concerned—just as long as the incoming lost property doesn't get too far ahead of the outgoing reclaimed property.



CONTRACT SETTLED—Happy smiles on faces of labor contract negotiating committee indicate satisfaction with new two-year contract as document is signed by Vern F. Stambaugh, left, president of Carmen's Union Local 192, and John R. Worthington, AC Transit general manager. Looking on, standing, left to right, are William M. Castlebary, H. W. Grimes and Emil Scala, members of union negotiating committee; Robert K. Barber, president of AC Transit board of directors, and K. F. Hensel and H. D. White, members of district negotiating committee.

Two-Year Transit Labor Contract Signed

A new contract assuring labor peace in the East Bay public transit industry for at least two years has been signed by representatives of the transit district and the Carmen's Union.

The contract allows bus drivers a 29-cent hourly wage increase over the next 24 months and provides for liberalized vacations, increased health and welfare contributions and other benefits.

Agreement Terms

Terms of the agreement gave bus drivers a 6.25 per cent pay boost the first of this month, raising their salaries from \$2.40 to \$2.55 an hour. They will receive another 5.5 per cent raise December 1,

1961, increasing wages 14 cents to \$2.69.

Other employees, with the exception of top mechanics, get the same percentage raise in the two-step wage hike. Class A mechanics will receive 32 cents an hour increase over the first year of the contract and another 14 cents an hour Dec. 1, 1961.

The labor settlement was concluded following six weeks of informal talks between officials of Carmen's Union and transit district.

John R. Worthington, district general manager, said he hoped the settlement would help bring to an end the long history of labor unrest among East Bay transit workers.

East Bay Transportation Relics Donated To Transit District for Future Museum

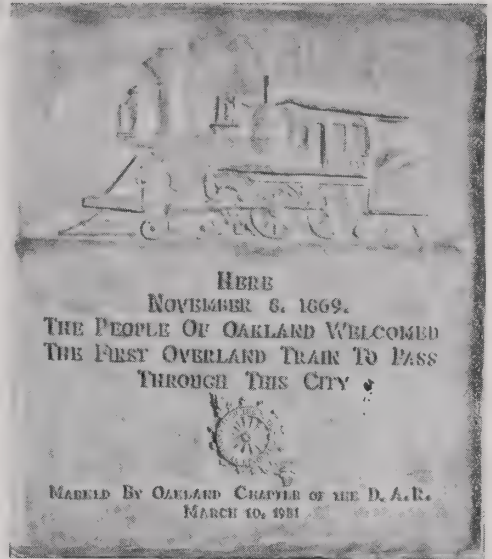
An early bronze plaque, cast to commemorate arrival of the first overland train to Oakland in 1869, was donated this month to the transit district as a valuable addition to its historical archives.

The tarnished marker, which once was mounted on the Seventh Street depot of the Southern Pacific, was presented to the district by Mrs. Perry MacDonald of Oakland.

Decorating the plaque is a bas relief of the "Liberty," first locomotive to operate on a railroad in Oakland.

The plaque originally was donated to the Oakland chapter, Daughters of the American Revolution, by the late husband of Mrs. MacDonald who was co-owner and published of the *Inter-City Express*. It was dedicated by the Oakland chapter on March 10, 1931, as a feature of the 23rd annual state conference of the DAR of which Mrs. MacDonald is a past state regent.

Taking part in the ceremonies was the



HISTORICAL MARKER—Bas relief of first locomotive to operate on an Oakland railroad is shown above as plaque appeared when installed on former Southern Pacific depot at Seventh St. 29 years ago.

Speakers Available to Report on Progress of Transit Improvements

Educational programs have been developed by the transit district to keep East Bay residents informed on the progress of transit improvement and future plans.

Speakers from the district are available free of charge for luncheon meetings as well as for groups holding their meetings during the morning, afternoon or evening hours.

The district also publishes a monthly information bulletin, "Transit Times," which is available free of charge through the mail.

For further details, please contact the district public information office at 1106 Broadway, Oakland, telephone OLYmpic 3-3535.

late Superior Judge John J. Allen, who saw the first overland train pull to a halt on November 8, 1869; C. J. Struble, president of the Oakland Chamber of Commerce; C. J. McPherson, representing the Southern Pacific, and DAR officials.

The plaque was returned to the MacDonald family when train service was abandoned on the Seventh Street line in 1941.

John R. Worthington, AC Transit general manager, said in receiving the plaque on behalf of the district, that it is planned eventually to establish a Transportation History Room where valuable records and relics dealing with East Bay transportation history will be preserved and displayed for public view.

ACTIONS OF THE BOARD

At an adjourned regular meeting October 27, 1960, the Board of Directors:

- Authorized General Manager to execute labor contract with Division 192, Carmen's Union, on motion of Director Copeland.

- Approved wage rates for employees represented by Local 1245, International Brotherhood of Electrical Workers, pending negotiation of new contract, on motion of Director McDonnell.

- Established fares for special trans-bay express line during current racing season at Golden Gate Fields, on motion of Director McDonnell.

- Directed the attorney to prepare a suitable resolution as to the problem of smoking on buses, on motion of Director Copeland.

- Approved agreement with Bank of America for registration agent services in connection with sale of district bonds, on motion of Director McDonnell.

* * *

At the regular meeting November 2, 1960, the Board of Directors:

- Referred engineering report dealing

New Equipment Boosts Transit Riding in New York

New equipment, similar to the 250 "Transit Liners" ordered by AC Transit, was attributed as the main factor in a patronage increase recorded by the New York Transit Authority during the last fiscal year.

New and more comfortable buses ac-

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with purchase of Beninger Transportation Company to Committee on Finance by direction of President Barber.

- Referred proposed study on experimental equipment to Committee on Program Planning, on motion of Director Copeland.

counted "in a large part" for a surface transportation boost of 3.5 per cent or 14,414,000 more riders.

Cited as a dramatic example was one section of Brooklyn, where eight lines, equipped with the latest type buses, gained eight per cent.

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For the Good of Your Community

Vol. 3 No. 8

OAKLAND, DECEMBER 1960



New coaches roll off assembly lines

First of Luxury 'Transit Liners' Enter Transbay Service on Christmas Day

The first of 250 new streamlined "Transit Liners" were scheduled to go into service between East Bay cities and San Francisco on Christmas Day.

Forty of the new ultramodern motor coaches will be in service by the end of the year. All of the coaches will be delivered from the manufacturer and placed into service on East Bay lines by next April.

With the initial delivery of 40 buses, all transbay service during the middle of the day will be operated with the new "Transit Liners."

The fleet of new buses, built at a cost

of \$7,700,000, will contain latest features in motor coach design, including air conditioning, bright modern interiors, fluorescent lighting, wide deep-cushion seats, air-ride suspension and large "picture" windows.

One-half of the new buses, totaling 125 coaches, were ordered specially for East Bay express and transbay lines and will be air-conditioned and, for transbay lines, equipped with soft high-back seats.

A colorful Travelers of Progress also was scheduled by the district Dec. 22 to herald arrival of the new motor coach fleet.

(Continued on Page 2)

DEC 27 1960

Directors Adopt Policy Against Smoking on District Buses, Order Tighter Enforcement

The long time ban against smoking on buses will remain in effect under AC Transit operations, according to a recent decision of the district's board of directors.

A possible exception was seen, however, on the new air-conditioned "Transit Liners," due to begin arriving from the factory late this month.

Smoking may be allowed on the new buses, if air-conditioning equipment completely prevents any offense to other non-smoking riders.

The board ordered a step-up in enforcement of the non-smoking regulation, though rules prohibiting smoking were continued by the district when it took over from Key System Transit Lines. In fact, Key equipment already carries "no

smoking" signs.

Drivers will be thoroughly instructed, however, to call the regulation to the attention of any smokers and to ask them in a courteous manner to extinguish cigarettes, pipes or cigars.

Drivers will not, however, ask violators to leave the bus. Robert E. Nisbet, attorney for the district, told the board that drivers have no police powers that would legally entitle them to force off the bus those who refused to comply with non-smoking rules.

Along with adhering to the no-smoking ban, the district is following all other safety practices required of privately owned transit companies by the State Public Utilities Commission, General Manager John R. Worthington reported.

Service Expanded to Meet Rider Increase

Commuter service was expanded on four transbay lines this month to accommodate increased patronage.

The improvements, a forerunner of extensive schedule changes planned in the near future, provided more frequent serv-

ice to San Francisco for commuters in East Oakland, the Hayward area, Albany, Berkeley and Kensington.

An additional schedule was added to the evening express trips on Line G serving Albany from the Transbay Transit Terminal in San Francisco.

On the Sacramento St. H-Line, the bus departing the terminal at 4:50 p.m. was extended into Kensington along Arlington Ave., to Tulare and Barrett Aves.

Morning rush hour service on Line N between Seminary Ave. and San Francisco was improved by increasing the number of local buses from 11 to 12.

Service also was expanded on Line R serving the Hayward area. An additional schedule was added to the special express route operating via Davis St. in San Leandro. The improvement increased the number of buses on this route from 11 to 12.

40 New Buses will be In Service by New Years

(Continued from Page 1)

The parade included all forms of East Bay public transportation since the days of the horse and cable cars nearly 100 years ago.

In addition to the parade, the new buses were stationed throughout the East Bay area for public inspection prior to entering regular service Dec. 25.

District engineers have estimated that the new equipment, plus new and expanded service, will increase transit patronage by at least 3 per cent a year.

State Plan Threatens Transbay Service

A State proposal to move a portion of Greyhound Lines' commute service into the Transbay Transit Terminal in San Francisco was under study this month by the transit district board of directors.

General Manager John R. Worthington, in a preliminary report to the board, stated the move could "seriously" hamper East Bay commuter service.

Some 26,000 passengers are transported each day between East Bay cities and San Francisco, Worthington said, and in his opinion there is insufficient room in the terminal to accommodate both East Bay commuters and Greyhound's commuters to Marin County.

"That terminal was built for transbay passengers and it can't handle the Marin County load," he said.

Worthington said the district had been

informed of the plan by Norman C. Raab, chief of the division of bay toll crossings which runs the terminal for the State Department of Public Works.

The terminal was built originally for use by transbay trains, and was converted for bus use as part of the Bay Bridge remodeling program still in progress.

Since the remodeling, Greyhound's commuter buses to Central Contra Costa County use the terminal jointly with AC Transit coaches.

Worthington noted that San Francisco Mayor George Christopher has urged that the Greyhound service be moved from the Ferry Building to the terminal.

The transit district currently is paying the State approximately \$300,000 a year for use of the bridge, terminal and bus parking space.

Rules Relaxed on 10-Cent School Fare

School students under 18 can now ride AC Transit buses any time on school days for 10 cents, under a new service improvement inaugurated this month.

Previously, the special school fare applied only between the hours of 6:30 a.m. and 5:30 p.m. and, for night school students, between 6:30 and 9:30 p.m.

By eliminating time restrictions, students may participate in after school events and other activities without being penalized by a time deadline.

Older youngsters now get the same advantages on school days of the low fare paid by children under 13 years of age. The improvement is another step in the district's plan to operate transit service at the greatest possible convenience to the public.

Students are entitled to the 10 cent fare after showing bus drivers either an identification card issued by their school or a regular school student body card.

New Transbay Service Extended into Alameda South Shore Community

The first of several service improvements planned for Alameda was inaugurated this month with extension of new transbay commuter service into the South Shore residential development.

The new service, operating at peak hours Monday through Friday, provides residents of the South Shore area for the first time with a direct link to San Francisco.

The new route is an extension of Line W from its former terminus on Encinal Ave. at Walnut Street, along Encinal to Park St., via Park to Otis Dr., and then west on Otis to Willow St., looping via Willow, Shore Line Dr., Grand St. and back to Otis.

South Shore residents were informed of the new service by a personal call from the district's special customer representative, Ann Castle, who gave each householder a time table and map of the new service.

ACTIONS OF THE BOARD

At an adjourned regular meeting November 29, 1960, the Board of Directors:

- Adopted policy to continue ban against smoking on district buses, and instructed the General Manager to so inform bus operators, on motion of Director Copeland.

* * *

At the regular meeting December 7, 1960, the Board of Directors:

- Received a report from the General Manager on a proposal of the State to move the Marin County commuter service of Greyhound Lines into the Transbay Transit Terminal, and scheduled a meeting for December 20 to further consider the matter.

• Received a progress report from the General Manager that 16 of the buses purchased from Key System Transit Lines have been refurbished and repainted to date.

- Approved a contract with Local

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1245, International Brotherhood of Electrical Workers, similar in terms to a contract recently negotiated with Division 192, Carmen's Union, on motion of Director Copeland.

Los Angeles Transit Fares Raised to 25 Cents

The Los Angeles Metropolitan Transit Authority announced this month it will raise local fares from 20 to 25 cents commencing the first of the year.

Tokens, currently sold at the rate of

five for \$1, will be increased to two for 45 cents.

The fare increase was approved by the MTA board of directors following the recent settlement of a new labor contract.

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